

Whereas the spokesman for the United States at San Francisco spoke for and voted for the motion to bar the Franco regime from the world organization because it was created by the Axis; and

Whereas it has been proven before this House that the German cartels which brought Hitler to power and plunged the world into the most terrible war of all times are now in control of the industrial and natural resources of Spain; and

Whereas the continuation in power of a German cartel-controlled regime in Spain directly menaces the peace and security of the entire Western Hemisphere; and

Whereas the heroic and long-suffering people of Spain, the first people to take up arms against the Axis forces in Europe and the first fighting members of the armies of the United Nations, have repeatedly asked the democratic nations to break all diplomatic and commercial relations with the present Axis-created Government of Spain; and

Whereas our repudiation of the Franco regime of Spain before the United Nations Conference on International Organization has committed the American people to completing our sacred obligations to all the soldiers and civilians of the United Nations who fell on the Spanish, French, African, Russian, Asiatic, and other battlefields of this great World War against fascist aggression: Now, therefore, be it

Resolved, That we the people of the United States, acting through our elected representatives in the House of Representatives in Washington, urge it upon the President of the United States to preserve our victories over Axis fascism in Europe by immediately breaking all diplomatic and commercial relations with the present fascist Government of Spain and maintaining this democratic policy of nonrecognition until our earliest European allies of this war, the people of Spain, have once again availed themselves of their God-given right to establish in Spain a friendly government of the people.

Mr. Speaker, I ask unanimous consent to revise and extend my remarks, to include therein an address delivered by the Mexican Ambassador at San Francisco, and a copy of the bill, H. R. 100, which I am introducing tomorrow.

The SPEAKER. Is there objection to the request of the gentleman from Washington?

There was no objection.

EXTENSION OF REMARKS

Mr. SCHWABE of Oklahoma asked and was given permission to extend his remarks in the RECORD and include a letter from a constituent.

ADJOURNMENT

Mr. McCORMACK. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 1 o'clock and 8 minutes p. m.) the House adjourned until tomorrow, Tuesday, July 3, 1945, at 12 o'clock noon.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

598. A letter from the Secretary of Labor, transmitting a report of the business of the Department of Labor for the fiscal year ending June 30, 1945; to the Committee on Labor.

599. A letter from the Acting Secretary of the Navy, transmitting a draft of a proposed bill to reimburse certain Marine Corps personnel and former Marine Corps personnel for personal property lost in the disaster to the

steamship *Maasdam* on June 26, 1941; to the Committee on Claims.

600. A letter from the Archivist of the United States, transmitting a report on records proposed for disposal by various Government agencies; to the Committee on the Disposition of Executive Papers.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. SABATH: Committee on Rules. House Resolution 255. Resolution authorizing the Committee on Roads, as a whole or by subcommittees, to investigate the Federal road system, and for other purposes; without amendment (Rept. No. 847). Referred to the House Calendar.

Mr. SABATH: Committee on Rules. House Resolution 311. Resolution providing for the consideration of H. R. 3633, a bill to facilitate reconversion, and for other purposes; without amendment (Rept. No. 848). Referred to the House Calendar.

Mr. DOUGHTON of North Carolina: Committee on Ways and Means. H. R. 3633. A bill to facilitate reconversion, and for other purposes; with amendment (Rept. No. 849). Referred to the Committee of the Whole House on the State of the Union.

CHANGE OF REFERENCE

Under clause 2 of rule XXII the Committee on Pensions was discharged from the consideration of the bill (H. R. 3642) granting a pension to J. F. Perfect, and the same was referred to the Committee on Invalid Pensions.

PUBLIC BILLS AND RESOLUTIONS

Under clause 3 of rule XXII,

Mr. VOORHIS of California introduced a bill (H. R. 3648) to help arrest inflation; to prevent future inflation and deflation; to enable Government to control the volume of money in order to check the hitherto wide fluctuations in the volume of money, thereby to mitigate fluctuations in business activity and production; to aid in assuring full employment; to substitute physical money for bank credit as the principal means of payment; to improve the banking system, and for other purposes; which was referred to the Committee on Banking and Currency.

MEMORIALS

Under clause 3 of rule XXII, memorials were presented and referred as follows:

By the SPEAKER: Memorial of the Legislature of the State of Texas expressing to the members of the Interstate Commerce Commission and the Texas delegation in Congress gratitude for the recent Interstate Commerce Commission decision in the interterritorial rate case; to the Committee on Interstate and Foreign Commerce.

Also, memorial of the Belgian Chamber of Representatives, paying tribute to the memory of Franklin Delano Roosevelt; to the Committee on Foreign Affairs.

PETITIONS, ETC.

Under clause 1 of rule XXII,

1038. By the SPEAKER: Petition of Rabbi Moses Reingewirtz, petitioning consideration of his resolution with reference to the Jewish situation in Europe; to the Committee on Foreign Affairs.

SENATE

TUESDAY, JULY 3, 1945

The Chaplain, Rev. Frederick Brown Harris, D. D., offered the following prayer:

Our Heavenly Father, as Thou hast bound together the peoples of the earth, with all their differing traditions and cultures, in a costly struggle for liberty, hold them in one resolve as they solemnly accept measures devised to maintain order and to prevent war. Hasten, we beseech Thee, through us the day of an ampler life for all, when every man shall dwell in safety among his neighbors, free from gnawing want, free from torturing fears, free to speak his thoughts, and free to choose his altar of worship. Above all other acclaim or reward, we crave the assurance of Thy approving voice: "Blessed are the peacemakers, for they shall be called the children of God." In the name of the Prince of Peace. Amen.

DESIGNATION OF ACTING PRESIDENT PRO TEMPORE

The Chief Clerk read the following letter:

UNITED STATES SENATE,
PRESIDENT PRO TEMPORE,
Washington, D. C., July 3, 1945.

To the Senate:

Being temporarily absent from the Senate, I appoint Hon. CARL A. HATCH, a Senator from the State of New Mexico, to perform the duties of the Chair during my absence.

KENNETH MCKELLAR,
President pro tempore.

Mr. HATCH thereupon took the chair as Acting President pro tempore.

THE JOURNAL

On request of Mr. BARKLEY, and by unanimous consent, the Journal of the proceedings of Monday, July 2, 1945, was dispensed with, and the Journal was approved.

MESSAGES FROM THE PRESIDENT—APPROVAL OF BILLS AND JOINT RESOLUTIONS

Messages in writing from the President of the United States were communicated to the Senate by Mr. Miller, one of his secretaries, who also announced that the President had approved and signed the following acts and joint resolutions:

On June 30, 1945:

S. 937. An act to amend the act suspending until June 30, 1945, the running of the statute of limitations applicable to violations of the antitrust laws, so as to continue such suspension until June 30, 1946;

S. J. Res. 30. Joint resolution extending the effective period of the Emergency Price Control Act of 1942, as amended, and the Stabilization Act of 1942, as amended; and

S. J. Res. 65. Joint resolution to transfer to the Reconstruction Finance Corporation the functions, powers, duties, and records of certain corporations.

On July 2, 1945:

S. 463. An act to amend section 927 of the Code of Laws of the District of Columbia, relating to insane criminals.

EXECUTIVE COMMUNICATIONS, ETC.

The ACTING PRESIDENT pro tempore laid before the Senate the following

letters, which were referred as indicated:

SUPPLEMENTAL ESTIMATE—FEDERAL WORKS AGENCY (S. Doc. No. 71)

A communication from the President of the United States, transmitting a supplemental estimate of appropriation for the Federal Works Agency amounting to \$25,000,000, and in addition contract authority amounting to \$75,000,000, for the fiscal year 1945 (with an accompanying paper); to the Committee on Appropriations and ordered to be printed.

PROPOSED PROVISION PERTAINING TO EXISTING APPROPRIATION FOR NATIONAL HOUSING AGENCY (S. Doc. No. 72)

A communication from the President of the United States, transmitting a proposed provision pertaining to an existing appropriation for the National Housing Agency, fiscal year 1945 (with an accompanying paper); to the Committee on Appropriations and ordered to be printed.

REPORTS ON DISTRIBUTION METHODS AND COSTS

Two letters from the Chairman of the Federal Trade Commission, transmitting, pursuant to law, reports of the Commission entitled "Distribution Methods and Costs: Part VII—Cost of Production and Distribution of Fish in the Great Lakes Area, and Part VIII—Cost of Production and Distribution of Fish in New England" (with accompanying reports); to the Committee on Commerce.

PERSONNEL REQUIREMENTS—REPORT OF DIRECTOR OF THE BUREAU OF THE BUDGET

A letter from the Director of the Bureau of the Budget, transmitting, pursuant to law, his eighth and final report covering determinations of the Director during the fourth quarter of the fiscal year 1945 of the numbers of employees required by the executive departments and agencies for the proper and efficient exercise of their respective functions (with accompanying papers); to the Committee on Civil Service.

DISPOSITION OF EXECUTIVE PAPERS

A letter from the Archivist of the United States, transmitting, pursuant to law, a list of papers and documents on the files of several departments and agencies of the Government which are not needed in the conduct of business and have no permanent value or historical interest, and requesting action looking to their disposition (with accompanying papers); to a Joint Select Committee on the Disposition of Papers in the Executive Departments.

The ACTING PRESIDENT pro tempore appointed Mr. BARKLEY and Mr. BREWSTER members of the committee on the part of the Senate.

ORDER OF BUSINESS

Mr. BILBO and other Senators addressed the Chair.

The ACTING PRESIDENT pro tempore. The Senator from Mississippi was on his feet first, and is recognized.

Mr. BILBO. Mr. President, I understood that the Senator from North Dakota [Mr. BUSHFIELD] had the floor to make an address, but he agreed to yield to me. I want to invite the attention of my colleagues to the most interesting letter and argument I have ever read.

Mr. TAFT. Mr. President, a parliamentary inquiry.

The ACTING PRESIDENT pro tempore. The Senator will state it.

Mr. TAFT. Under what order of business is the Senate proceeding?

The ACTING PRESIDENT pro tempore. The Senate is in the morning hour.

Mr. BARKLEY. I hope Senators will permit the morning business to be concluded before they attempt to deliver any addresses, because it will take but a few minutes.

The ACTING PRESIDENT pro tempore. The regular order of business has been called for.

Mr. BILBO. Mr. President, I am glad to yield until the morning business is concluded.

The ACTING PRESIDENT pro tempore. Petitions and memorials are in order.

PETITIONS AND MEMORIALS

Petitions, etc., were laid before the Senate, or presented, and referred as indicated:

By the ACTING PRESIDENT pro tempore:

A joint resolution of the Legislature of the State of California; to the Committee on Military Affairs:

"Assembly Joint Resolution 16

"Joint resolution relative to memorializing Congress to enact legislation to establish permanent military and naval academies on the Pacific and Gulf coasts

"Whereas the facilities of West Point Military Academy and Annapolis Naval Academy have reached the limit of expansion at their present sites and have been entirely inadequate for the needs of the present war, as the great but temporary officer training establishments now in operation throughout the country attest; and

"Whereas the postwar military and naval training program is not likely to recede to the proportions of the prewar program and in fact may be one of tremendous expansion should universal training legislation be enacted by Congress; and

"Whereas world conditions and the war have made it advisable that cadets and midshipmen be familiar with the Pacific and Gulf coasts as well as with the Atlantic coast, and it is to the interest and advantage of the Nation that officer training facilities be permanently established within the areas of the Nation's greatest and most vital military and naval concentrations; and

"Whereas there are many miles of coast along the Pacific and Gulf which would afford the country ideal locations for both military and naval academies; and

"Whereas Senator THEODORE G. BILBO, of Mississippi has introduced at this session of Congress a bill to establish permanent military and naval academies on the Pacific and Gulf coasts, supplementing the existing institutions at West Point and Annapolis; and

"Whereas the Legislature of the State of California believes that legislation along such lines is in the best interest and to the utmost advantage of the Nation: Now, therefore, be it

"Resolved by the Assembly and Senate of the State of California (jointly), That the President and Vice President of the United States and the Senate and House of Representatives of the United States be memorialized to enact at this session legislation to establish permanent military and naval academies on the Pacific and Gulf coasts; and be it further

"Resolved, That the chief clerk of the assembly is directed to transmit copies of this resolution to the President and Vice President of the United States, to the Speaker of the House of Representatives, and to the Senators and Representatives from California."

A resolution of the Assembly of the State of California; to the Committee on Commerce:

"House Resolution 302

"Resolution relating to construction of a breakwater near Half Moon Bay in San Mateo County

"Whereas surveys are now being made in anticipation of the construction of a breakwater near Half Moon Bay in San Mateo County; and

"Whereas many advantages will accrue from the construction of such a breakwater, including providing a safe anchorage for naval vessels, a landing place for seaplanes, shelter for fishing boats and small craft in stormy weather, and a safe anchorage for unloading fishing boats which will save a substantial amount of time in transmitting their cargoes to market in San Francisco: Now, therefore, be it

"Resolved by the Assembly of the State of California, That the members thereof urge the United States Army Corps of Engineers to approve the construction of such breakwater; and be it further

"Resolved, That the Congress of the United States is urged to appropriate sufficient money for the construction thereof; and be it further

"Resolved, That the chief clerk of the assembly is instructed to transmit copies of this resolution to the President of the United States, the President pro tempore of the United States Senate, to each Member of the Senate and the House of Representatives from California in the Congress of the United States and to General Robins, Chief of the United States Army Corps of Engineers."

Three joint resolutions of the Legislature of the State of California; to the Committee on Finance:

"Assembly Joint Resolution 27

"Joint resolution relative to memorializing Congress to enact legislation providing for the prompt return to their homes of runaway, transient, or vagrant children of juvenile age, going from one State to another without proper legal consent, through the use of funds appropriated under the provisions of the Social Security Act for aid to dependent children

"Whereas the prevention of juvenile delinquency is a matter of utmost concern to the legislature and people of the State of California; and

"Whereas the wandering of children from State to State without proper supervision and control has in the past been a major contributing factor in the creation of delinquent and criminal careers; and

"Whereas it is appropriate that provision be made for the return to their own homes of communities of such children as a part of the child-welfare program of the Federal Government; and

"Whereas a bill is now pending in the Congress, introduced February 2, 1945, by the Honorable PAT CANNON, of the Fourth Congressional District of the State of Florida, as H. R. 1965, which proposes to achieve this purpose: Now, therefore, be it

"Resolved by the Assembly and Senate of the State of California (jointly), That the Congress of the United States be memorialized to enact legislation similar to H. R. 1965 now pending in Congress, to provide necessary funds for the return to their homes of runaway, transient, or vagrant children of juvenile age, through the use of funds appropriated under the provisions of the Social Security Act for aid to dependent children; and be it further

"Resolved, That the chief clerk of the assembly is directed to transmit copies of this resolution to the President and Vice President of the United States, to the Speaker of the House of Representatives, and to each Senator and Representative from California in the Congress of the United States."

"Assembly Joint Resolution 49

"Joint resolution relative to commending the general intent and purposes of the Servicemen's Readjustment Act of 1944 and urging early enactment by Congress of pending legislation to remedy incidental defects in said act and to remove initial administrative difficulties thus far encountered

"Whereas considerable criticism has been voiced concerning the Servicemen's Readjustment Act of 1944, the so-called GI bill, under which returning World War II veterans are provided with Federal aid for their readjustment in civilian life; and

"Whereas said act is a new type of legislation, broader in scope and of necessity more administratively complex than the legislation providing benefits to World War I veterans; and

"Whereas early experience under said act has revealed certain incidental defects in its provisions and initial difficulties in its administration, for which remedial legislation, as proposed and supported by the American Legion and the Veterans of Foreign Wars, is now pending before Congress; and

"Whereas the general intent and purposes of the Servicemen's Readjustment Act are meritorious, with which the Legislature of California is in sympathy and accord: Now, therefore, be it

"Resolved by the Assembly and Senate of the State of California (jointly), That Congress is hereby respectfully memorialized to give early consideration to pending remedial legislation, as proposed and supported by the American Legion and the Veterans of Foreign Wars, in respect to the Servicemen's Readjustment Act of 1944, to the end that early enactment of said legislation may be had and cause for existing criticism removed; and be it further

"Resolved, That the chief clerk of the assembly is directed to transmit copies of this resolution to the President of the United States, the President pro tempore of the Senate of the United States, the Speaker of the House of Representatives of the United States, and to each Senator and Representative from California in the Congress of the United States."

"Assembly Joint Resolution 55

"Joint resolution relative to investigation of conditions and making needed corrections at veterans' hospitals.

"Whereas during recent weeks many persons and organizations have severely condemned certain conditions in veterans' hospitals in various parts of the country, including particularly the veterans' hospitals at Livermore and Sattelle, Calif., as being inadequate to accommodate the demands upon them, or poor in quality of facilities, or for having incompetent professional staffs or personnel; and

"Whereas for some time to come the number of veterans requiring hospital treatment will probably increase, and it is imperative that any inadequacy in the facilities for the treatment of such veterans be corrected as soon as possible; Now, therefore, be it

"Resolved by the Assembly and Senate of the State of California (jointly), That the Congress of the United States be and it is urged to make an immediate investigation of conditions in the several veterans' hospitals throughout the country, including more particularly the hospitals at Livermore and Sattelle, Calif., and determine whether the facilities in any of said hospitals are adequate for the present and future demands that will certainly be made upon them, whether the hospitals are competently administered and whether the personnel and professional staff thereof are adequate in number and competent, and take such steps as may be necessary to insure to our sick and wounded veterans treatment which will be entirely adequate to their needs; and be it further

"Resolved, That the chief clerk of the assembly is hereby directed to transmit copies of this resolution to the President of the United States, the President pro tempore of the Senate of the United States, the Speaker of the House of Representatives, and to each Senator and Representative from California in the Congress of the United States."

A joint resolution of the Legislature of the State of California; ordered to lie on the table:

"Assembly Joint Resolution 48

"Joint resolution relative to memorializing the President and Congress to enact S. 807, providing for increases in compensation to Federal employees

"Whereas members of the Federal service represent a highly loyal and efficient group of public employees; and

"Whereas these employees, though confronted with greater duties than heretofore, longer working hours and a rise in the cost of living, have continued to perform their work in the same diligent, faithful, and efficient manner as in the past; and

"Whereas to remedy these inequities there is now pending before Congress S. 807, to improve salary and wage administration in the Federal service, to provide pay for overtime and for night and holiday work, to increase the basic rates of pay for Federal employees, and for other and related purposes: Now, therefore, be it

"Resolved by the Assembly and Senate of the State of California (jointly), That the legislature hereby endorses S. 807 of the Seventy-ninth Congress, first session, and respectfully memorializes Congress to enact this meritorious measure at as early a date as possible; and be it further

"Resolved, That the chief clerk of the assembly is directed to transmit copies of this resolution to the President of the United States, the President pro tempore of the Senate of the United States, the Speaker of the House of Representatives of the United States, and to each Senator and Representative from California in the Congress of the United States, and that the Senators and Representatives from California are respectfully urged to give full support to such legislation."

A resolution adopted by the Territorial Filipino Council of Hawaii, meeting in Washington, D. C., favoring the enactment of House bill 776, to authorize the naturalization of Filipinos; to the Committee on Immigration.

A resolution adopted by the City Council of the City of Oakland, Calif., favoring an investigation of the proposed construction by the War Department of an ammunition-loading facility in Marin County, Calif.; to the Committee on Military Affairs.

A letter in the nature of a memorial from Mrs. Lola Rennebeck, of San Diego, Calif., remonstrating against rationing regulations, rent control, etc., as administered by the Office of Price Administration; to the Committee on Banking and Currency.

A letter in the nature of a petition from Darien Austin Straw, of Wheaton, Ill., suggesting certain peace terms for Japan; to the Committee on Foreign Relations.

By Mr. TYDINGS:

A resolution adopted by 1,500 housewives of the State of Maryland and the District of Columbia, favoring the adoption of House Resolution 278, authorizing the Committee on Agriculture of the House of Representatives to investigate the effect upon the food supply of the order of the War Production Board to permit distillers to manufacture distilled liquors for beverage purposes during the month of July 1945; to the Committee on Agriculture and Forestry.

SAN FRANCISCO CONFERENCE OF UNITED NATIONS—RESOLUTION OF NORWALK (CONN.) TOWN HALL ASSOCIATION

Mr. McMAHON. Mr. President, I present a resolution adopted by 1,000 mem-

bers of the Norwalk (Conn.) Town Hall Association, on April 18, 1945, relating to the San Francisco Conference, and ask that it be printed in the RECORD and appropriately referred.

There being no objection, the resolution was referred to the Committee on Foreign Relations, and ordered to be printed in the RECORD, as follows:

We, the 1,000 members of the Norwalk (Conn.) Town Hall Association, assembled at a meeting, Wednesday evening, April 18, at the Norwalk High School, do hereby unanimously resolve:

That as American citizens conscious of our responsibilities, we express our confidence in and good wishes for the San Francisco Security Conference. In Dumbarton Oaks we see a promising foundation for a durable organization of the nations, and we are looking to the San Francisco Conference to help design the plans for the actual structure of such an organization.

We do not expect that a perfect structure will come into being overnight, and we recognize that patience and perseverance may be no less important than wisdom in making the new world organization a success. We realize, too, that no organization, national or international, can succeed because of the form alone or the substance alone. Of equal or even greater importance is the spirit, determination, and efficiency with which the peoples of the world carry on the day-by-day work of this organization and fulfill its purposes.

We believe that those purposes should be to give the peoples of the world a fighting chance for peace; they should keep the United States united by the common hope for tomorrow, just as they are united in the face of a common danger today; they should give meaning to the reality that the entire world has become a single neighborhood where the alternative to strong, close social and economic association and cooperation is international anarchy.

In order to achieve these purposes, we specifically and respectfully urge the prompt passage, without amendment, of the Bretton Woods proposals; we specifically and respectfully urge that the American delegates to a world security council be empowered to commit this Nation to forestall aggression without first obtaining sanction of Congress; we specifically and respectfully urge ratification by the Senate of such agreements as are recommended by the American delegation at the San Francisco Security Conference.

We believe that in every crisis there is both opportunity and danger. We are aware of both. But we see in the opportunity before us a real chance to prove that the human race is worth God's gift of life.

UNITED NATIONS CHARTER—LETTER AND STATEMENT FROM FEDERAL COUNCIL OF THE CHURCHES OF CHRIST IN AMERICA

Mr. CAPPER. Mr. President, I have received a letter from Mr. Samuel McCrea Cavert, general secretary of the Federal Council of the Churches of Christ in America, transmitting copy of a statement by the executive committee of the council, approving the United Nations Charter. I am in full accord with the stand taken by this organization and ask that the letter and statement be printed in the RECORD and appropriately referred.

There being no objection, the letter and statement were referred to the Committee on Foreign Relations and ordered to be printed in the RECORD, as follows:

THE FEDERAL COUNCIL OF THE
CHURCHES OF CHRIST IN AMERICA,
New York, N. Y., July 3, 1945.
The Honorable ARTHUR CAPPER,
Senate Office Building,
Washington, D. C.

MY DEAR SENATOR CAPPER: The executive committee of the Federal Council of the Churches of Christ in America adopted unanimously, at its meeting on June 26, the enclosed statement on the Charter of the United Nations.

The statement is expected to be read in Protestant Churches across the Nation on Sunday, July 22, or the earliest Sunday thereafter.

It is our earnest hope that the Senate will take the lead in ratifying the Charter without delay.

Sincerely yours,

SAMUEL MCCREA CAVERT,
General Secretary.

THE CHURCHES AND THE CHARTER OF THE
UNITED NATIONS

(A statement adopted by the executive committee of the Federal Council of the Churches of Christ in America, June 26, 1945)

We are grateful to God that the prayers of the Christian peoples of the world for the success of the San Francisco Conference have been answered in the agreement to establish the United Nations organization.

The Charter of the United Nations offers mankind an important means for the achievement of a just and durable peace. The new organization, projected after so great suffering and sacrifice of this world war, can help governments to join their moral and material resources in support of a system of world order and justice. The Churches of Christ in America have long held that nations can better serve God's purpose for the world as they are brought into organic relationship with one another for the common weal. The Charter signed at San Francisco marks a genuine advance toward this end. It remains for the peoples to make the promise of the Charter a living and growing reality.

We believe the overwhelming majority of the people of our churches desire to see our Nation join with other nations in a common effort to develop an international society free from the curse of war.

We believe it is the clear duty of our Government promptly to ratify the Charter and thus to assure cooperation by the United States in the task of making the organization an effective agency for the maintenance of international peace and security.

At the time when the Dumbarton Oaks proposals were before the country for public discussion, the Federal Council of the

Churches of Christ in America expressed the belief that "the proposed organization, with such beneficial modifications as ought to result from further consideration by the prospective members, can be developed into one which will commend itself to the Christian conscience."

The Charter of the United Nations embodies many of the changes recommended by thoughtful Christians of different communions for the improvement of the Dumbarton Oaks proposals. The humanitarian aims set forth in the preamble, the greater importance and increased functions given to the General Assembly and the Economic and Social Council, the concern manifested for human rights and fundamental freedoms, the moral sanction given to the decisions of the International Court of Justice, and the purposes to be served by the Trusteeship Council, together with the declared policy regarding non-self-governing territories, tend to bring the organization more nearly into accord with Christian principles of world order.

We are aware of the need to develop the curative and creative functions of the organization. The best hope for the organization's success lies in building up as quickly as possible, during the period of relative military exhaustion, those methods of economic and social cooperation represented by the Economic and Social Council. Such cooperation over the years can prevent international tensions from becoming threats to the peace.

In many respects the Charter will need continued improvement after it has been ratified and has become operative. To these improvements the churches and all men of good will must dedicate themselves in the coming years.

However, the greatest obstacle to the Charter's potentialities for good lies in the tensions, misunderstandings and still unbridged difficulties between the major powers upon whom the primary responsibility for maintaining peace at present devolves. There will be required of the peoples of the world and of our own Nation a very high sense of responsibility and a will to peace to overcome the obstacles which the world still faces in achieving genuinely mutual relationships. There needs to be developed a clearer recognition of the principle that there is a common concern of humanity which takes precedence over the narrow interests of any nation or group of nations. A new will to collaborate must be born in the hearts and minds of men if the organization is to fulfill its purpose. Lacking such a will to make the machinery work, a better organization than that proposed in the charter would fail. There is no substitute for the will to peace and justice.

Accordingly, we believe that a heavy responsibility rests upon Christians to help

create an invincible determination to use fully the procedures provided by the Charter. The peoples and governments need to commit themselves to the long and difficult task of attaining the moral goals set forth in the Charter. Let the Churches of Christ lead in making this commitment wholeheartedly.

The will to cooperate requires, as its foundation, a new international morality. Without this, the structure of the peace will rest on shifting sands. The building of a better world order under God's Providence requires better men and women. Herein is to be found the principal challenge to the churches. To establish a strong core of world-minded Christians at the center of international life is the inescapable duty of the ecumenical church. To this end we need to intensify our efforts for Christian reconstruction and missions. We must increase our educational programs for training Christian citizens in their obligations in an interdependent world. We ought to help build the World Council of Churches into the living expression of God's will for the Christian community. Let Christian fellowship pioneer in international understanding and reconciliation, so that all of the family of nations may work together in harmony.

The road to a better world order is long. The journey is arduous. Only God can assure its achievement. As we move forward we humbly seek His help.

REPORT OF COMMITTEE ON AGRICULTURE AND FORESTRY

Mr. BUTLER, from the Committee on Agriculture and Forestry, to which was referred the resolution (S. Res. 135) to investigate the existing shortage of newsprint, reported it without amendment, submitting a report (No. 451) thereon, and, under the rule, the resolution was referred to the Committee to Audit and Control the Contingent Expenses of the Senate.

PERSONS EMPLOYED BY COMMITTEES WHO ARE NOT FULL-TIME SENATE OR COMMITTEE EMPLOYEES

The ACTING PRESIDENT pro tempore laid before the Senate reports for the month of June 1945, from the acting chairman and chairmen of certain committees, in response to Senate Resolution 319 (78th Cong.) relative to persons employed by committees who are not full-time employees of the Senate or any committee thereof, which were ordered to lie on the table and to be printed in the RECORD, as follows:

JUNE 15-30, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the

name of a person employed by the committee who is not a full-time employee of the Senate or of the committee for the month of June, 1945, in compliance with the terms of

Senate Resolution 319, agreed to August 23, 1944:

Name of individual	Address	Name and address of department or organization by whom paid	Annual rate of compensation
Mrs. Alma B. Kidwell.....	113 Park Blvd. SE.....	Federal Communications Commission.....	\$1,800

B. K. WHEELER, Chairman.

COMMITTEE ON PENSIONS

JULY 2, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the

name of a person employed by the committee who is not a full-time employee of the Senate or of the committee for the month of June, 1945, in compliance with the terms of

Senate Resolution 319, agreed to August 23, 1944:

Name of individual	Address	Name and address of department or organization by whom paid	Annual rate of compensation
Louis J. Meyerle.....	612 Bennington Dr., Silver Spring, Md.....	Veterans' Administration.....	\$5,000

JAMES M. TUNNELL, Chairman.

SUBCOMMITTEE ON WARTIME HEALTH AND EDUCATION

JULY 2, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the

names of persons employed by the committee who are not full-time employees of the Senate or of the committee for the month of June 1945, in compliance with the terms of

Senate Resolution 319, agreed to August 23, 1944:

Name of individual	Address	Name and address of department or organization by whom paid	Annual rate of compensation
Lauretta April	2714 Quarry Rd. NW., Washington, D. C.	War Production Board, 3d St. and Independence Ave. SW.	\$3,200
Groff Conklin	514 2d St. NW., Washington, D. C.	do.	5,600
Philip C. Curtis	4303 Russell Ave., Mount Ranier, Md.	Navy Department, 18th St. and Constitution Ave. NW.	3,800
Richard P. Daniels	1743 Columbia Rd. NW., Washington, D. C.	Federal Public Housing Authority, 1201 Connecticut Ave. NW.	1,440
Marion Dillon	3659 Minnesota Ave. SE., Washington, D. C.	Navy Department, 18th St. and Constitution Ave. NW.	3,200
Ruth Fine	804 Houston Ave., Takoma Park, Md.	Federal Public Housing Authority, 1201 Connecticut Ave. NW.	2,000
Rose Gerber	2513 14th St. NE., Washington, D. C.	Navy Department, 18th St. and Constitution Ave. NW.	2,000
Joseph McMurray	120 C St. NW., Washington, D. C.	Department of Labor, 14th St. and Constitution Ave. NW.	4,600
Carl Malmberg	1813 F St. NW., Washington, D. C.	Federal Security Agency, 1825 H St. NW.	5,600
Love Morgan	1607 18th St. SE., Washington, D. C.	Veterans' Administration, Vermont Ave. and I St. NW.	2,000
Ruth Morgenstein	3022 Rodman St. NW., Washington, D. C.	do.	2,600
Lt. Leslie Falk, Medical Corps, Army of the United States	2804 Terrace Rd. SE., Washington, D. C.	U. S. Army, Pentagon Bldg.	2,000
Lt. Comdr. John B. Truslow, Medical Corps, U. S. Naval Reserve	2007 Peabody St., West Hyattsville, Md.	U. S. Navy, 18th St. and Constitution Ave. NW.	3,000

CLAUDE PEPPER, Chairman.

SENATE MILITARY AFFAIRS COMMITTEE, SUBCOMMITTEE ON WAR MOBILIZATION

JULY 2, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the

names of persons employed by the committee who are not full-time employees of the Senate or of the committee for the month of June 1945, in compliance with the terms of

Senate Resolution 319, agreed to August 23, 1944:

Name of individual	Address	Name and address of department or organization by whom paid	Annual rate of compensation
Ann S. Gertler	3721 39th St. NW., Washington, D. C.	Department of the Interior, Washington, D. C.	\$2,000
Hope C. Heslep	2 East Maple St., Alexandria, Va.	War Manpower Commission, Washington, D. C.	2,000
Jean P. Karasik	1919 19th St. NW., Washington, D. C.	Foreign Economic Administration, Washington, D. C.	3,800
C. Theodore Larson	3917 North 5th St., Arlington, Va.	National Housing Agency, Washington, D. C.	5,600
Fritzie P. Manuel	1621 T St. NW., Washington, D. C.	War Manpower Commission, Washington, D. C.	4,600
Darel McConkey	509 Fontaine St., Alexandria, Va.	War Production Board, Washington, D. C.	4,600
Cora L. Mcen	5327 16th St. NW., Washington, D. C.	Office of Price Administration, Washington, D. C.	2,000
Elizabeth H. Oleksy	1620 Fuller St. NW., Washington, D. C.	War Production Board, Washington, D. C.	2,600
Mary Jane Oliveto	500 B St. NE., Washington, D. C.	National Housing Agency, Washington, D. C.	1,800
Francis C. Rosenberger	5814 64th Ave., East Riverdale, Md.	Office of Price Administration, Washington, D. C.	4,600
Herbert Schimmel	3004 Minnesota Ave. SE., Washington, D. C.	War Production Board, Washington, D. C.	8,000
Marjorie J. Tillis	211 Delaware Ave. SW., Washington, D. C.	Foreign Economic Administration, Washington, D. C.	3,200

H. M. KILGORE, Chairman.

UNITED STATES SENATE,
SPECIAL COMMITTEE TO STUDY
PROBLEMS OF AMERICAN SMALL BUSINESS,
June 30, 1945.

MR. LESLIE L. BIFFLE,
Secretary of the Senate,
United States Capital,
Washington, D. C.

DEAR MR. BIFFLE: Pursuant to Senate Resolution 55 I am transmitting herewith a list of employees of the Special Committee to Study Problems of American Small Business

who are not full-time employees of the Senate. Included with this list is the name and address of each such employee, the name and address of the Department paying the salary of such employee, and the annual rate of compensation for each such employee.

Respectfully yours,

JAMES E. MURRAY,
Chairman.

By CHARLES A. MURRAY,
Secretary.

SPECIAL COMMITTEE TO STUDY AND SERVEY PROBLEMS OF SMALL BUSINESS ENTERPRISES

JULY 1, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the names of persons employed by the committee who are not full-time employees of the Senate or of the committee for the month of June 1945, in compliance with the terms of Senate Resolution 319, agreed to August 23, 1944:

Name of individual	Address	Name and address of department or organization by whom paid	Annual rate of compensation
Crivella, Agnes E.	1408 Buchanan St. NW., Washington, D. C.	War Production Board, Washington, D. C.	\$2,700
Devitt, Emerald G.	2425 27th St. South, Arlington, Va.	do.	2,100
Eccles, Parley P.	4408 1st Pl. NE., Washington, D. C.	War Department, Washington, D. C.	6,500
Edelsberg, Herman	2141 Suitland Terrace SE., Washington, D. C.	Foreign Economics Administration, Washington, D. C.	6,500
Evans, Harry J.	3010 Gainesville St. SE., Washington, D. C.	Reconstruction Finance Corporation, Washington, D. C.	6,500
Forbes, F. Preston	502 Fourmile Rd., Alexandria, Va.	Department of Commerce, Washington, D. C.	4,600
Fuller, Carol M.	2101 S St. NW., Washington, D. C.	Office of Price Administration, Washington, D. C.	2,100
Gray, Scott K., Jr.	119 Joliet St. SW., Washington, D. C.	Reconstruction Finance Corporation, Washington, D. C.	4,600
Groeper, Stella J.	1127 Branch Ave. SE., Washington, D. C.	War Production Board, Washington, D. C.	2,600
Kimball, Kathleen	1701 Park Rd. NW., Washington, D. C.	do.	2,000
Lucas, Elizabeth P.	1730 North Quincy St., Arlington, Va.	do.	1,800
Nelson, John W.	The Delano Apartments, Washington, D. C.	do.	5,600
O'Mullane, Vernice M.	Alcott Hall, Washington, D. C.	do.	1,680
Purdy, Grace F.	230 Rhode Island Ave. NE., Washington, D. C.	Office of Price Administration, Washington, D. C.	3,300
Ray, Martha G.	5909 32d St. NW., Washington, D. C.	War Production Board, Washington, D. C.	2,100
Soule, George H., Lt.	4020 Beecher St. NW., Washington, D. C.	Navy Department, Washington, D. C.	2,400
Spicer, L. Evelyn	1708 Kilbourne Pl. NW., Washington, D. C.	War Production Board, Washington, D. C.	2,600
Steckman, Frederick W.	4000 Cathedral Ave. NW., Washington, D. C.	Maritime Commission, Washington, D. C.	5,000
Strubel, Margie L.	4632 12th St. NE., Washington, D. C.	War Production Board, Washington, D. C.	1,800
Thurman, Allen G.	210 East Shepherd St., Chevy Chase, Md.	Maritime Commission, Washington, D. C.	6,500
Van Tassel, Alfred J.	1622 Mount Eagle Pl., Alexandria, Va.	War Production Board, Washington, D. C.	6,500
Yelencsics, Olga	2400 13th St. NW., Washington, D. C.	do.	2,100

JAMES E. MURRAY, Chairman.

SENATE COMMITTEE ON PUBLIC
LANDS AND SURVEYS,
June 30, 1945.

To the Senate:

The above-mentioned committee hereby submits the following report showing the name of persons employed by the committee who are not full-time employees of the Senate or of the committee for the month of June, in compliance with the terms of Senate Resolution 319, agreed to August 23, 1944 (see attached memorandum):

To: Senator CARL A. HATCH, chairman, Senate Committee on Public Lands and Surveys.
From: Senator PAT McCARRAN, chairman, Subcommittee on Administration and Use of Public Lands

Those detailed from the Department of Agriculture, Forest Service, to assist with the work of the above subcommittee are as follows:

E. S. Haskell, senior administrative officer, Forest Service, CAF-12; basic salary, \$5,000 per annum.

Elizabeth Heckman, clerk, CAF-5; basic salary, \$2,000 per annum.

CARL A. HATCH,
Chairman.

By W. H. McMAINS,
Clerk.

BILLS INTRODUCED

Bills were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. STEWART:

S. 1221. A bill for the relief of Maxey and Donnelly Motor Co.; to the Committee on Claims.

(Mr. LANGER introduced Senate bill 1222, which was referred to the Committee on Civil Service, and appears under a separate heading.)

(Mr. MAYBANK introduced Senate bill 1223, which was referred to the Committee on Military Affairs, and appears under a separate heading.)

(Mr. LUCAS introduced Senate bill 1224, which was referred to the Committee on Agriculture and Forestry, and appears under a separate heading.)

By Mr. McMAHON (by request):

S. 1225. A bill for the relief of William S. Meany; to the Committee on Post Offices and Post Roads.

(Mr. HATCH introduced Senate bill 1226, which was referred to the Committee on Public Lands and Surveys, and appears under a separate heading.)

ADJUSTMENT IN PAY OF CERTAIN FEDERAL EMPLOYEES

Mr. LANGER. Mr. President, I introduce for appropriate reference a bill to provide an adjustment of pay of Federal employees whose compensation is fixed by wage boards and whose hours of employment for which overtime compensation is payable are reduced.

I introduce the bill in view of the fact that the junior Senator from Virginia [Mr. BYRD] announced the other day that he had asked the President to cut the work hours to 44 hours a week.

The bill (S. 1222) to provide for an adjustment in the pay of Federal employees whose compensation is fixed by wage boards, when hours of employment for which overtime compensation is payable are reduced, introduced by Mr. LANGER, was read twice by its title and referred to the Committee on Civil Service.

LEGAL TENDER TO ARMED FORCES OVERSEAS

Mr. MAYBANK. Mr. President, I introduce a bill and ask to have it referred

to the appropriate committee. The substance of it is to prohibit payment of pay and allowance of members of the armed forces serving overseas in currency or coin other than legal tender of the United States.

I may say that I am one who believes in the international bank and stable currency throughout the world, but I am not one who believes that the boys who have made possible our great victories in Europe should be paid in the unstable currencies of Europe. At the present time that works a great hardship on them. If it is necessary for our allies to stabilize these currencies then it should be done without any hardship to the armed forces; but when our soldiers overseas are paid in French francs or Belgian francs or Italian lira, or whatever money it may be, whose value is far less in purchasing power than the money of the United States, their compensation is materially reduced below what we in the Congress of the United States expected it to be when we voted not only increased compensation to the armed forces but from time to time by bills from the Military Affairs Committee, which were passed, increased the amounts paid to their dependents.

In conclusion, it is my hope and desire to see that the American soldiers, who naturally will be in the Army of occupation for considerable time, shall be rewarded and paid sufficient so that in some small way at least they may be compensated for their sacrifices and absence from home.

The bill (S. 1223) to prohibit payment of pay and allowances of members of the armed forces serving overseas in currency or coin other than legal tender of the United States, introduced by Mr. MAYBANK, was read twice by its title and referred to the Committee on Military Affairs.

AMENDMENT OF THE SURPLUS PROPERTY ACT OF 1944

Mr. LUCAS. Mr. President, I introduce a bill to amend the Surplus Property Act of 1944, and ask that it be referred to the Committee on Agriculture and Forestry.

The bill (S. 1224) to amend the Surplus Property Act of 1944, was read twice by its title and referred to the Committee on Agriculture and Forestry.

READJUSTMENT OF EXTERIOR BOUNDARIES OF KAIBAB NATIONAL FOREST, ARIZ.

Mr. HATCH. Mr. President, by request as shown in a letter from the Department of the Interior, heretofore referred to the Committee on Public Lands and Surveys, I introduce a bill to readjust the exterior boundaries of the Kaibab National Forest, and so forth, and ask that it be appropriately referred.

The bill (S. 1226) to readjust the exterior boundaries of the Kaibab National Forest, the Grand Canyon Game Preserve, and Arizona Grazing District No. 1, State of Arizona, and for other purposes, introduced by Mr. HATCH (by request), was read twice by its title and referred to the Committee on Public Lands and Surveys.

IMPROVEMENT OF SAVANNAH HARBOR, GA.—AMENDMENT

Mr. BALL submitted an amendment intended to be proposed by him to the bill (H. R. 3477) for the improvement of Savannah Harbor, Ga., which was referred to the Committee on Commerce and ordered to be printed.

FUNERAL EXPENSES OF THE LATE SENATOR SCRUGHAM

Mr. BARKLEY (for Mr. McCARRAN) submitted the following resolution (S. Res. 150), which was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

Resolved, That the Secretary of the Senate hereby is authorized and directed to pay from the contingent fund of the Senate the actual and necessary expenses incurred by the committee appointed by the President pro tempore of the Senate in arranging for and attending the funeral of Hon. James G. Scrugham, late a Senator from the State of Nevada, upon vouchers to be approved by the Committee to Audit and Control the Expenses of the Senate.

Mr. LUCAS subsequently said: Mr. President, from the Committee to Audit and Control the Contingent Expenses of the Senate I report favorably Senate Resolution 150, and ask unanimous consent for its present consideration.

There being no objection, the resolution (S. Res. 150) submitted by Mr. BARKLEY this day was considered and agreed to.

TRANSFER OF CERTAIN LANDS IN DOUGLAS COUNTY, OREG.—MOTION TO RECONSIDER

Mr. BARKLEY. Mr. President, yesterday the Senate passed the bill (H. R. 715) to provide for the transfer by the Secretary of War of the Roseburg Rifle Range, Douglas County, Oreg., to the Defense Plant Corporation, and for other purposes.

The Defense Plant Corporation was abolished effective the 30th day of June, so that it is necessary to repass this bill in a different form. I, therefore, enter a motion to reconsider the votes whereby the bill was ordered to a third reading, read the third time and passed, and I ask that the House of Representatives be requested to return the papers to the Senate, so that the correction may be made.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

KEY TO THE YEAR OF DECISION OF CASES IN THE UNITED STATES SUPREME COURT, THE OPINIONS OF THE ATTORNEYS GENERAL, AND OTHER LEGAL REPORTS (S. DOC. NO. 73)

Mr. WALSH. Mr. President, during the Seventy-sixth Congress, third session, a Senate Document No. 306 was published, entitled "Key to the Year of Decision of Any Case in the United States Supreme Court, Federal and State Reports."

Since the publication of this document, a new pamphlet has been prepared, including not only what was in Senate Document No. 306 but, in addition, Key to the Year of Opinions of the Attorneys General, and Other Legal Reports.

I ask to have this key printed as a Senate document.

This unusual document was prepared by I. J. Lowe, Esq., an attorney with the Department of Agriculture and editor of the *Agriculture Decisions*—decisions of the Secretary of Agriculture and War Food Administrator. This newly discovered key enables the researcher to ascertain at once the year of the decision of any case appearing in the reports of the United States Supreme Court and the opinions of the Attorneys General, without the need of resorting to these numerous volumes.

Mr. Lowe, in accomplishing this task conducted research which necessitated a thorough examination of several thousand volumes comprising several hundred thousand pages and, in addition, a search of the original Supreme Court docket of the cases contained in the 322 volumes of the United States Reports, from the organization of the Supreme Court to October Term of 1944.

Justices of the Supreme Court and prominent lawyers state there is no publication quite like it, and that it has proven to be a useful document.

The ACTING PRESIDENT pro tempore. Without objection, the document will be printed as requested by the Senator from Massachusetts.

THE SAN FRANCISCO CHARTER—ADDRESS BY SENATOR PEPPER

[Mr. PEPPER asked and obtained leave to have printed in the Record an address on the San Francisco Charter, delivered by him before the Independent Voters of Illinois at Orchestra Hall, Chicago, Ill., June 29, 1945, which appears in the Appendix.]

WORLD PEACE—ADDRESS BY SENATOR PEPPER

[Mr. PEPPER asked and obtained leave to have printed in the Record an address delivered by him at the annual meeting of the Rocky Mount Chamber of Commerce, Rocky Mount, N. C., June 23, 1945, which appears in the Appendix.]

GEN. GEORGE C. MARSHALL—EDITORIAL FROM PROVIDENCE JOURNAL

[Mr. GREEN asked and obtained leave to have printed in the Record an editorial entitled "General Marshall," published in the Providence (R. I.) Sunday Journal of July 1, 1945, which appears in the Appendix.]

WHAT UNCONDITIONAL SURRENDER MEANS—ARTICLE BY FELIX MORLEY

[Mr. WHEELER asked and obtained leave to have printed in the Record an article entitled "What Unconditional Surrender Means," by Felix Morley, published in the June 27, 1945, issue of Human Events, which appears in the Appendix.]

PROPOSED FEDERAL LABOR RELATIONS ACT—NEWSPAPER COMMENT

[Mr. HATCH asked and obtained leave to have printed in the Record two newspaper articles entitled, respectively, "Richberg Offers to Post \$1,000 for Debate on New Labor Bill," by the Associated Press, and "Protecting the Public," by Donald R. Richberg, both on the subject of the proposed Federal Labor Relations Act, which appear in the Appendix.]

PROPOSED FEDERAL LABOR RELATIONS ACT—EDITORIAL COMMENT

[Mr. BURTON asked and obtained leave to have printed in the Record an editorial entitled "Asking for Trouble," published in

the Cleveland Plain Dealer of June 26, 1945, and an article by Westbrook Pegler, published in the Cleveland Press of June 27, 1945, dealing with the proposed Federal Labor Relations Act, which appear in the Appendix.]

THE FAIR EMPLOYMENT PRACTICE COMMITTEE—ARTICLE BY LOWELL MELLETT

[Mr. CHAVEZ asked and obtained leave to have printed in the Record an article by Lowell Mellett entitled "Thinks Southern Statesmen Should Not Leave Problem to Bilbos and Eastlands," published in the Washington Star of July 3, 1945, which appears in the Appendix.]

SAM AND AILY SWAN—CONFERENCE REPORT

Mr. TUNNELL submitted the following report:

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H. R. 1308) for the relief of Sam and Aily Swan, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its disagreement to the amendment of the Senate and agree to the same with an amendment as follows: In lieu of the figures "\$3,000" insert the figures "\$2,000", and agree to the same.

BRIEN McMAHON,

WAYNE MORSE,

Managers on the Part of the Senate.

DAN R. McGEHEE,

EUGENE J. KEOGH,

CLIFFORD P. CASE,

Managers on the Part of the House.

Mr. WHITE. Is that a claim bill?

Mr. TUNNELL. It is.

The ACTING PRESIDENT pro tempore. The question is on agreeing to the conference report.

The report was agreed to.

ORDER DISPENSING WITH CALL OF THE CALENDAR

The ACTING PRESIDENT pro tempore. Morning business is concluded. The next regular order of business is the call of the calendar.

Mr. BARKLEY. I ask unanimous consent that the call of the calendar be dispensed with.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

PRICES FOR CHICKENS

Mr. LANGER. Mr. President, I desire to read a letter which I received from Grafton, N. Dak.:

GRAFTON, N. DAK., June 30, 1945.

Mr. LANGER:

DEAR SIR: I think you are a man who will do what is right for a farmer, so I am sending you some prices offered for chickens. I have 300 springers ready for market. Most of them weighing 4 pounds. But it cost me too much to raise these chickens and sell for such poor prices. And they should be sold soon, as I have 350 more ready to put in the hen house, which I have raised in a battery compartment brooder. We are getting 31 cents for best eggs; 51 cents for cream. Don't see why the prices should be so poor if they expect a farmer to have some for the hard work it requires. Hope there is something you can do.

Thank you.

Mrs. HELMER ALMEN.

I know that every Senator will be interested in the advertisement Mrs. Almen attaches. It is an advertisement of the DeSoto Creamery & Produce Co., of Graf-

ton, N. Dak., and the prices it lists are as follows:

Today's poultry market

	Cents
Colored springs, 2½ pounds.....	25
Leghorn springs, 2½ pounds.....	24
Heavy hens, 4½ pounds.....	21
Light hens, under 4½ pounds.....	18
Old cocks.....	15

DeSOTO CREAMERY & PRODUCE CO.,

Grafton, N. Dak.

Mr. TOBEY. Are those the prices for live weight or for dressed chickens?

Mr. LANGER. I will read the preceding portion of the advertisement:

HETTY HEN SAYS

There'll be very little meat on the Nation's dinner tables this summer, so I want to help out. You see, the Government is asking for more poultry to take the place of meat. And it's not only patriotic but profitable for you when you sell me and my sisters.

Also market your fine young fryers early this month. When they're young and tender with plenty of weight, then's when they bring you the most returns from DeSoto. And the folks there are mighty friendly to do business with. I'm sure you'll be more than satisfied.

Remember, DeSoto pays you for every last ounce of your quality poultry. And our country needs every last ounce throughout this meat shortage. Please market soon, won't you?

That is the entire advertisement. I think, apparently, live weight is meant.

THE BUTTER SITUATION

Mr. WILEY. Mr. President, the butter situation in our Nation has become intolerable. There has been much bungling by OPA in relation to point values and the fixing of butter prices; and I cannot remain silent any longer. In my State butter is becoming rancid by the carload because of this bungling. The other day one of the employees of the Senate spoke to me about the butter situation in Washington. He said he could not buy anything but rancid butter. This means that the high point values keep butter from moving. The whole situation stinks. It looks as if the oleomargarine interests have gotten into the picture, resulting in putting a brake on butter consumption by means of high point values. All available butter should be consumed before it becomes rancid. This vital food should not be wasted; the world needs food.

Mr. President, I have written a letter to Hon. Clinton P. Anderson, the new Secretary of Agriculture, which I ask to have printed in the Record at this point following my remarks.

There being no objection, the letter was ordered to be printed in the Record, as follows:

UNITED STATES SENATE,
July 3, 1945.

The Honorable CLINTON P. ANDERSON,
Secretary of Agriculture,
Washington, D. C.

DEAR MR. SECRETARY: The whole Nation wishes you well in your new position. Upon your success depends much of our effectiveness on the home and war fronts. We know of the many and difficult problems which you are facing. You can count on America to lend you every possible cooperation.

May I, however, at this time respectfully urge that you place the subject of butter high on the list of matters on which you intend to take immediate remedial action.

The butter situation in our Nation has grown intolerable. This vital food item—so essential to the well-being of our war workers, our children, our sick folks, our older folks, every last one of us—has disappeared from the family table. No one begrudges a single ounce of butter going necessarily to the valiant men and women in our armed forces. But we cannot and will not remain silent amidst persistent reports of unconsumed butter going rancid on both the civilian and military fronts. That is a shocking sin and the officials responsible must be brought to account. Too much Government bungling in the past has gone unpunished and uncorrected. We cannot and will not remain silent as we watch the insidious competitive infringement by oleomargarine—abetted by the lower price and point value of that item. We cannot and will not remain silent while questions remain unanswered in our minds as to the advisability of lend-lease shipments of butter abroad in these days of terrible scarcity at home.

Nowhere is the butter situation so disturbing as in my own State—the Nation's dairyland. I quote a specific instance in a letter from a responsible public official of Wisconsin:

"Only last Saturday I attended a meeting of our local creamery company. It was brought to my attention that the company was desirous of discontinuing their business or liquidating. The reason for this is that in the past 6 months they have been operating with a net loss of approximately \$200 per month. The creamery here has limited its output to butter alone and the prices they are in a position to pay for the incoming butterfat does not compare with the prices that milk and cream can be sold for in other establishments. Therefore, the majority of farmers are discontinuing taking their cream to this creamery and are taking it elsewhere, even out of the county where higher prices prevail. In fact, some of the largest stockholders in this concern are not patronizing their own company. We were informed that 55 percent of their butter must be set aside for the Government and, according to a statement made at the meeting, cream does not net as high a price from the Government as from local concerns. For this reason it is only natural that sellers are going to patronize that company paying the highest price. It is my personal opinion that some constructive measure must be taken to mete justice to those people who have been faithful in striving to serve the public."

In the light of all this, Mr. Secretary, may I humbly but sincerely entreat you to review at the earliest possible moment the over-all situation with regard to butter; for example, ceiling prices, point value, lend-lease shipments, etc., that you take appropriate action, and that you favor me with word as to your decisions.

Assuring you of my earnest desire to be of assistance in whatever ways may be within my power to assist in clearing up this grave situation and with kindest regards and best wishes, I am,

Sincerely yours,

ALEXANDER WILEY.

Mr. WILEY. Mr. President, Mr. Anderson—a man of ability and understanding—is called unto a high purpose. He can straighten out a lot of things. He can cut down bureaucracy. He can put practicability and common sense into the administration of the Department of Agriculture. I believe he will straighten out the butter situation. He can become the "man of the hour," by getting rid of the bureaucratic cobwebs.

FAIR EMPLOYMENT PRACTICE COMMITTEE

Mr. BILBO. Mr. President, when I received the letter to which I referred a few minutes ago, it was so impressive that I telegraphed the writer and asked whether I might read it into the RECORD. I took that course because the letter mentioned the name of a Member of the House of Representatives, and I did not feel justified in introducing into the RECORD a letter involving one of my colleagues in the House.

This morning I telegraphed Hon. Allen K. Swann, attorney at law, Citizens Bank Building, Evansville, Ind., as follows:

Your letter of June 30 received. It is the best, strongest, and most convincing argument of all letters I have received throughout the Nation. Please wire me immediately giving me your permission to read this letter into the CONGRESSIONAL RECORD. Thanks.

Just a little while ago I received the following reply:

You have my full permission to read my letter concerning FEPC in the CONGRESSIONAL RECORD or use it for any other purpose you desire.

ALLEN K. SWANN.

Some may think I am a little premature in reading this letter on this subject, but if I understand the parliamentary situation as to the issue, it will soon come before the Senate again. If it does not come in the form of provision for a temporary FEPC, it will be for the establishment of a permanent FEPC.

Mr. President, I ask Senators to get into their minds the fact that this letter is not from the South. It is from a good lawyer of Evansville, Ind. He says:

DEAR SENATOR: I am sure that I can add nothing to the tremendous amount of information you have on the iniquitous nature of the very grossly misnamed FEPC bill.

However, when a great spokesman for the American people, fighting in the interest of actual freedom renders such great services as you are rendering to all of America, by your attack on this agency, I think that you should be informed when you are supported in your stand by people of States other than your own.

More particularly, am I writing this letter because Congressman LaFOLLETTE, of Evansville, Ind., is one of the authors of the FEPC bill in the House, and I think that it should be known that he does not truly speak for his district. It is my opinion that practically every Member of Congress who is supporting this bill is trying to get Negro votes.

I did not make that charge; this is Mr. Swann writing:

The very name of this agency should cause its destruction because it is masquerading under a title expressing the exact opposite of its true effect. It is "fair" in nothing whatever.

Is it fair to say to the American people that they must conduct their daily lives, employ or retain, against their wishes, people in accordance with standards set up by congressional intermeddlers? Is it fair in a nation where free enterprise is presumed to exist and where free and open competition is admitted to be the life of trade and commerce, that an employer should be forced to accept or to retain an employee who is not qualified or is not willing to render the best of service?

Is it fair to the American people to have free trade strangled and restricted by being told by crackpot bureaucrats how to employ and discharge employees? Is it fair to pass a law which attempts to delve into the mental process of an employer as to his reasons for selecting the personnel with whom he will come into intimate daily contact? Is it fair to the Negro race or even to the white race, to force the Negro race, the yellow race, the brown race, or any other race of people into intimate contact with other people, resulting in resentment, racial hatred, and strife?

It should be perfectly apparent to a child, even more so to a matured mind, that this bill would create the very racial hatred and strife which it pretends to abate.

I like Negroes; I have always liked them; but I can assure you that if a bunch of fuddlers in Washington tried to force off on me the acceptance or retention of a Negro, a Jap, a German, an East Indian, a South African, a Turk, a Democrat (whom I did not wish), a Republican (whom I did not wish), a Protestant (whom I did not wish), a Catholic (whom I did not wish), a man with curly hair (whom I did not wish), a man with straight hair (whom I did not wish), there would be stirred in my breast a hatred and resentment toward the individual or classes thus thrust into my services against my wishes.

A colleague sitting near me calls attention to the fact that he forgot the bald-headed man. The letter continues:

There are jobs for which I would not employ a white man; there are jobs for which I would not employ a Negro, and so on, ad infinitum.

The freedom to choose one's employees is or ought to be guaranteed under the American Constitution. Without that freedom no employer can strive for excellence and perfection.

Why, do you think, America has been the outstanding nation of the world? Because we had free and open competition, where each man in order to hold his trade or his business had to strive for excellence and perfection.

If America expects to remain the greatest Nation in the world, it is going to be necessary to stop the intermeddling of crackpots and theorists into every step of normal life.

Mr. President, that is what we are up against in America today.

If I want to employ a Negro in preference to a white man, because of the nature of the work, or for any other reason, I shall do so. If I wish to employ a white man in preference to a Negro, I shall do so. If any Member of Congress thinks for a moment that I (or for that matter any other red-blooded American) will permit a Government bureau to tell me whom I can employ or discharge, that Member of Congress is just plain crazy.

The instinct of the American people has never been very far wrong, and when the time comes that Congress so distrusts the good judgment and sole discretion of the ordinary American in the handling of his personal, professional, and business affairs, then the time has come to get a new Congress, and I am sure that the American people will do so.

That is what these boys are going to have to answer when they run again, if they try to cram this down the throats of the American people.

The adoption of the FEPC bill will be an insult to the sense of fairness and the discretion of the American people. It will result in racial hatred, recrimination, and a flare-up of violent prejudice. It will bring

about the very condition which it purports to end.

In the first portion of this letter, I mentioned Congressman LAFOLLETTE, who is one of the authors of the FEPC bill in the House. I have talked to large numbers of his constituents—

This letter, as I have said, is from Evansville, Ind.—

and I find that the overwhelming majority of them deplore very greatly, his participation in presenting this unfair, iniquitous and dangerous piece of legislation. There may be many persons in his district who support his theories, but I have not found them.

One of the reasons why the people whom I have contacted on this subject are resentful, is that due to the action of the Government, the Negroes in this city—

Evansville—

have become impudent and aggressive; they are known to have organized the "Thursday Night Bump Club," the object of which is that the members (Negroes) are expected to go on the streets and bump the white people off the sidewalks on any kind of an excuse and even without an excuse. These things will not be tolerated by respectable white people. If the white people should adopt the same policy toward the Negroes, I would be the first to condemn the white people. Harmony between the races will never exist when either race is forced by legislation to act in a manner against its wishes. This rule would apply equally to any different schools of thought or social attitudes, political theories, religious theories or any of the other theories of social relations. These things cannot be forced. Mutual respect between parties of different race, color, religion, political thought, or commercial principles can only come from the individuals and from the heart. No legislative body is big enough to legislate on these matters.

Mr. President, I have been standing here for days contending that the only way to settle this question of discrimination is through education, training, and culture, and not by law.

If the Catholics set up a law that would prevent my discharging or require me to employ a Catholic, I would lose my respect for the Catholics, and a feeling of resentment would arise. If the Protestants set up a law that would prevent my discharging or require me to employ a Protestant, I would lose my respect for the Protestants, and a feeling of resentment would arise. In other words, in America the essence of freedom demands that each be permitted to follow his own path in determining these matters.

I have always been a Democrat, but if the Democrats tried to force me to hire or retain a Democrat in my employ, the first thing I would do would be to employ Republicans. And so the contrary is also true. If the white people tried to pass a law requiring me to retain or employ white people, you can bet your bottom dollar I would try to find a way to hire a Negro. When I say "I," I know I speak for millions of Americans.

Keep up your good work, stay in there and fight until FEPC is destroyed and you will live eternally in the hearts of the American people.

Yours very truly,

ALLEN K. SWANN.

Mr. CHAVEZ. Mr. President, we understand, of course, that when letters of the type which the Senator from Mississippi has just read are sent to Senators, it is only proper that they should be read so that we will obtain the views of all concerned. I have in my hand an article

published in a respectable paper of the city of Washington, the Washington Post. I know that the publishers of that newspaper, and possibly the good ladies connected with that newspaper, are not in good standing with some, nevertheless—

Mr. BILBO. Mr. President, what is the name of the newspaper to which the Senator from New Mexico referred?

Mr. CHAVEZ. The Washington Post.

Mr. BILBO. What is the name of the editor?

Mr. CHAVEZ. I do not know the name of the editor but I know the name of the publisher. His name is Eugene Meyer. In today's issue of that newspaper is an editorial entitled "Ironical Contracts," which reads as follows:

IRONICAL CONTRASTS

The appeals of Senators CONNALLY and VANDENBERG for our participation in an international organization designed to preserve fundamental freedoms for the peoples of the world, without regard to racial or religious differences, came as passing interruptions of a prolonged filibuster aimed at wrecking the Fair Employment Practice Committee. Ironically, the leader of the filibuster, Senator BILBO, of Mississippi, energetically assisted by Senator EASTLAND from the same State, expounded the doctrine of white supremacy with a fervor that would have done credit to the most intolerant Teutonic exponents of the master-race theory. To Messrs. BILBO and EASTLAND, the Negro is the chief racial menace who must be kept in his foreordained lowly place, although in the course of the debate, hatred and contempt for other racial minorities were expressed by implication.

If this particular filibuster could be regarded as a last-ditch fight by a few willful men, it would appear annoying rather than serious. There have been filibusters of the one-man type in the past, which have held up important legislation. But on this occasion Messrs. BILBO and EASTLAND were evidently buoyed up by words of encouragement from various reactionary groups throughout the country that lose no opportunity to fan the fires of racial hatred for their own selfish purposes. It was also disillusioning, following collapse of the filibuster, to find a large bloc of Southern Senators voting solidly against the compromise proposal to grant FEPC a limited appropriation. The subsequent blocking of even this limited appropriation in the House is further proof that Senators BILBO and EASTLAND are not fighting a lone battle against the forces of enlightenment which are striving to make democracy mean a fair deal for every man, regardless of race, color, or religion.

Men who achieve the distinction of representing their States and communities in the Congress of the United States are usually keen judges of public opinion. They seldom arrive there, nor do they remain long, if their speeches and their votes fail to reflect the innermost convictions of their constituents. The Senators from Mississippi would hardly dare to voice so unrestrainedly their intolerance of the Negro in public life and to defame Negroes who wear their country's uniform if they did not feel sure that such sentiments would cost them few votes at home and do little to impair their standing among their colleagues. We think the size and markedly regional character of the negative vote on the compromise FEPC measure supports the belief that this country, in the person of its chosen representatives, is sadly tarred with the brush of racial intolerance.

If the representatives of any of those foreign nations now looking to us for leadership in launching an international organization to make the world safe for democracy by

chance leap through the CONGRESSIONAL RECORDS of the past week they will find much to puzzle and distress them. As for us, we can only hope that threats to the ideals we profess to believe in will be overcome by the force of an enlightened majority opinion. The fact that FEPC is being so bitterly opposed is proof that it has made progress in the fight to secure a fair economic deal for Negroes and other racial minority groups. Senator VANDENBERG pointed out, in speaking of the United Nations Charter, that the threatened postwar disintegration of ideals of human behavior makes it all the more necessary to try to stem the "evil tides of opinion." That holds true not only in respect of our international relations but as regards our domestic affairs as well.

LEAVES OF ABSENCE

Mr. WHITE. Mr. President, in behalf of the junior Senator from Vermont [Mr. AIKEN], I ask unanimous consent that he may be excused from attendance upon sessions of the Senate until July 16.

The PRESIDING OFFICER (Mr. McCLELLAN in the chair). Without objection, leave of absence is granted the Senator from Vermont.

Mr. BUTLER. I ask unanimous consent to be excused from the Senate for a few days.

The PRESIDING OFFICER. Without objection, leave of absence is granted the Senator from Nebraska.

THE SAN FRANCISCO TREATY

Mr. BUSHFIELD. Mr. President, I desire to speak for a few moments upon the San Francisco treaty.

One year ago, upon the call of President Roosevelt, representatives of four great nations—the United States of America, Great Britain, Soviet Russia, and China—met in the city of Washington at Dumbarton Oaks for the purpose of studying the momentous problem of fashioning an organization of nations that would prevent war.

This Conference developed the Dumbarton Oaks agreement and to consider this President Roosevelt called the meeting at San Francisco. Fifty nations met at San Francisco. After 9 weeks of labor that Conference has finished its work.

The Senate is now ready to consider that treaty. Two of our illustrious colleagues, the Senator from Texas [Mr. CONNALLY] and the Senator from Michigan [Mr. VANDENBERG] have submitted their report and we have the treaty before us. Basically, it is built upon the ideas adopted in the Dumbarton Oaks agreement and as outlined by the statement of Mackinac Island in September 1943. It also incorporates many of the objections raised by the Senate to the League of Nations Treaty of 1920.

For many months Senators have studied those ideas. These have been months of deep concern to all of us, as to what form the treaty would and must take to meet the approval of the American people.

I have spent many days in a conscientious study of this treaty. I think I understand it. The proposal in the Dumbarton Oaks agreement, as well as that now incorporated in the San Francisco treaty are not new. They are similar to other and earlier plans tried in other generations. At least the basic ideas are the same.

The Holy Alliance of 1815, formed by Russia, Austria, and Prussia, was the first of such plans for the prevention of war. It provided for a military alliance between those strongest powers for the purpose of maintaining peace in Europe. The Holy Alliance lived but a short time, because its leaders, the three men who ruled those countries, disagreed.

Mr. MILLIKIN. Mr. President, will the Senator yield?

Mr. BUSHFIELD. I yield.

Mr. MILLIKIN. I remind the Senator that the Monroe Doctrine was promulgated to protect this hemisphere against the Holy Alliance.

Mr. BUSHFIELD. The Senator is correct. I shall come to that question shortly.

The League of Nations was born in 1920 under the leadership of President Wilson. It, too, failed, not because there was anything wrong with the plan, nor because we did not join the League, as some have mistakenly asserted, but because its leaders did not agree, and refused to abide by the terms of the treaty.

My sincere hope is that the life of the San Francisco treaty will not depend upon the lives or the whims of the leaders now living.

We are proposing to set up a new organization, an organization composed of all the peoples of mankind, not for the purpose of establishing a new government, not for the purpose of creating a super-state that would destroy the sovereignty of nations, but for the purpose of protecting us against ourselves and against the hates and angers of mankind.

I have for many years preached and urged an assembly of nations that could and would work together in amity, that can and must stop the senseless, savage destruction of life and property in the quarrels among nations.

I have spoken repeatedly upon this floor and in many other forums in support of this position.

I am as earnestly desirous as any American to see that a practical, fool-proof, and knave-proof association of nations be fashioned out of this serious effort to bring peace to the world. The idealistic dreamers who would remake the governments of earth into one world in which all the human characteristics of mankind are merged into a civilization of light and sweetness can be applauded as desirable, but we must not be swept away from practical, hard-headed common sense. This plan, if it works, must be built with the tools and materials as they exist and not as we hopefully wish them to be.

Our two colleagues are hard-headed, practical men, and they have given their great talents to fashioning this plan. And it is with that in view that we in the Senate must approach this difficult task.

Does the treaty we now have before us meet these requirements of practicality and American desire? Does it protect us from danger to our American plan of Government? Let me sketch briefly the most glaring faults now apparent in its terms.

When Dumbarton Oaks was still only a proposal and had not been reduced to

the definite terms of the present proposed treaty, I objected, and I still object, to a delegation of power to one man or to the Security Council, composed of 10 foreigners and 1 American, to declare war and to take American boys into war. Such a proposal is in direct violation of the Constitution. We do not have the power to make such a delegation even if we desired to do so. Unless it is corrected now, we are headed for trouble. In spite of its unconstitutionality, there are those who maintain that such a delegation of power should be given. I cannot agree. I do not believe that America is willing to delegate the constitutional power of Congress to one individual out of 130,000,000 people, or to the Security Council, to move American troops, guns, ships, and planes, as his individual will or the Security Council's collective will dictates, to any part of the world. Our form of government has cost too much of effort and bloodshed and suffering to abandon it for a totalitarian state, which would be the effect if this supreme power were placed in the hands of one individual or group of individuals of which only one is an American.

True, the manner of selecting the delegate and granting him authority is not incorporated in this treaty. But it will, so I am advised, be presented by the administration to the Congress in the form of a statute in the near future. The objections which I have heretofore strenuously made to a delegation of that power are, in my opinion, valid; and such delegation will be opposed by me wherever and whenever proposed. The powers of our delegate on the Security Council should and must be strictly defined by Congress, and he must be required to act only after Congress has directed him to act in each case as it arises.

Yet, in spite of its faults, this proposed treaty has many points worthy of approval. It is an expression of man's hope that we stop war. It may fail, as all such plans before it have failed, but we must consider whether it is worth a trial. Do the desirable features outweigh the faults?

Our distinguished colleagues who have now returned with a report on their work think so. The decision is now up to us.

Since the beginning of time men have searched for a formula that would prevent war. Except as a measure of national defense, no war is, or ever has been justified. Yet, in spite of that fact, humanity has been plagued with a long succession of wars continuing through the centuries, with no other result than the destruction of life and property. Has humanity finally reached a point of intellectual progress whereby we can prescribe a formula and make it work? The mothers of mankind demand that we find that formula. The sons of those mothers who have paid so dearly for man's folly, demand it. Are not the diabolical plans developed by man sufficient to force us finally to the inevitable conclusion that liberty and war cannot continue to exist side by side upon this earth?

I believe we have arrived at the crossroads of our national life. We must de-

cide which way we are to go. One road offers us a plan which may succeed, a plan by which we substitute peaceful negotiations for war. The other road leads inevitably to war and senseless destruction. If we fail, we can no more than fail. If we succeed, we have performed an unparalleled service to mankind.

In view of the fact that I have spoken often and critically of some of the proposals in the Dumbarton Oaks agreement, I feel it my duty to make this statement to the Senate today in order that my position may be known to my colleagues. I object to some of the treaty provisions. For our national safety, they must and should be changed if we would save it and us from disaster. This Senate can make those changes without harm to the treaty.

The Constitution of the United States, the greatest document ever prepared by man and the one through which the United States has grown strong and great, because it has protected the rights of man against the elements which instigate wars, provides specifically that only one power in this Government can declare war. Mr. President, that power is the Congress of the United States.

In the San Francisco Treaty, articles 24, 34, 37, and 42 are in direct violation of the Constitution, because those sections propose to delegate to the Security Council of the new league of nations the power to declare war and the power to take American boys into war anywhere in the world without the approval or consent of the Congress.

I quote:

ART. 24. In order to insure prompt and effective action by the United Nations, its members confer on the Security Council primary responsibility for the maintenance of international peace and security and agree that in carrying out its duties under this responsibility the Security Council acts on their behalf.

ART. 34. The Security Council may investigate any dispute or any situation which might lead to international friction or give rise to a dispute, in order to determine whether the continuance of the dispute or situation is likely to endanger the maintenance of international peace and security.

Article 37 reads as follows:

If the Security Council deems that the continuance of the dispute is in fact likely to endanger the maintenance of international peace and security, it shall decide whether to take action under article 36 or to recommend such terms of settlement as it may consider appropriate.

Article 42 provides:

Should the Security Council consider that measures provided for in article 41 should be inadequate or have proved to be inadequate, it may take such action by air, sea, or land forces as may be necessary to maintain or restore international peace and security. Such action may include demonstrations, blockade, and other operations by air, sea, or land forces of members of the United Nations.

No other interpretation can be placed upon the provisions I have just quoted. If this delegation succeeds and is upheld, it is an alteration of the form of our Government as prescribed by the Constitution.

Judge Cooley, in his *Constitutional Limitations*, a noted book among all lawyers, volume 1, eighth edition, states:

One of the settled maxims in constitutional law is that the power conferred upon the legislature to make laws cannot be delegated by that department to any other body or authority. Where the sovereign power of the State has located the authority, there it must remain; and by the constitutional agency alone the laws must be made until the Constitution itself is changed. The power to whose judgment, wisdom, and patriotism this high prerogative has been entrusted cannot relieve itself of the responsibility by choosing other agencies upon which the power shall be devolved, nor can it substitute the judgment, wisdom, and patriotism of any other body for those to which alone the people have seen fit to confide this sovereign trust.

Mr. President, the principle has been sustained over and over again by the Supreme Court of the United States and is the established law of this country. A treaty cannot violate the Constitution. It cannot take away any of the powers of our Government. Treaties when confirmed by the Senate become the supreme law of the land, and this body must make sure that none of the provisions of the present treaty violate the Constitution.

Judge Daniel, in the *License cases* (5 How., p. 613), said:

Treaties to be valid must be within the scope of the powers vested in the Constitution, for there can be no authority of the United States save what is derived mediately or immediately and regularly and legitimately from the Constitution.

A treaty is unconstitutional in any of the following cases:

First. If it alters the form of our Government;

Second. If it alters the general departmental construction of the Government;

Third. If it changes the constitution of any of the departments;

Fourth. If it deprives the Federal Government of any of its departments of its delegated powers or transfers such powers to another department;

Fifth. If it seeks to exercise a power confided to another department of the Federal Government;

Sixth. If it is sought to exercise a power prohibited by the Federal Government or reserved to the States.

Justice Miller, in the *Head Money cases* (112 U. S., p. 559), said:

A treaty is made by the President and the Senate. Statutes are made by the President, the Senate, and the House of Representatives. The addition of the latter body to the other two in making a law certainly does not render it less entitled to respect in the matter of its repeal or modification than a treaty made by the two. If there be any difference in this respect, it would seem to be in favor of an act in which all three of the bodies participate. And such is, in fact, the case in a declaration of war, which must be made by Congress.

The University of Pennsylvania Law Review, volume 57, page 446, says:

If Congress, or a constituent part of Congress, may be deprived by the treaty power

of one of the powers vested in it by the Constitution, it may be deprived of all, in which case that is in effect done what all admit cannot be done: our tripartite organization of Government is destroyed—the power to make treaties has become a power to abolish in effect a constituent part of the Government and that part which was intended to reflect most directly the will of the people.

The Michigan Law Review, volume 7, page 33, says:

The second essential to a valid treaty, duly empowered agents to act on behalf of the states, is likewise determined by a state's fundamental law. As to who are agents and to what extent they may bind a state by their acts are matters of which contracting states must take notice. A state is neither bound by one assuming to act in its behalf who is in fact not empowered to so act, nor by the acts of a duly empowered agent, when he has exceeded his authority.

The provision to declare war is one of the fundamental power of this Government. It is part of our Constitution. We must not lightly disregard it.

The treaty, too, places the power in the Security Council to regulate armaments. I read the following articles from the charter:

ART. 25. The members of the United Nations agree to accept and carry out the decisions of the Security Council in accordance with the present Charter.

ART. 26. In order to promote the establishment and maintenance of international peace and security with the least diversion for armaments of the world's human and economic resources, the Security Council shall be responsible for formulating, with the assistance of the military staff committee referred to in article 47, plans to be submitted to the members of the United Nations for the establishment of a system for the regulation of armaments.

ART. 47. There shall be established a military staff committee to advise and assist the Security Council's military requirements for the maintenance of international peace and security, the employment and command of forces placed at its disposal, the regulation of armaments, and possible disarmament.

Mr. President, the United States today has the largest Army, Navy, and Air Force in the world. Are we going to consent that the Security Council, or any organization controlled by foreigners, shall determine for us the size and kind of an armed force which we feel it necessary to maintain for our safety? I do not believe the people will consent to this proposal.

Another objection to the pending treaty is the seeming abrogation and abandonment of the Monroe Doctrine. I read from the Charter the following article:

ART. 53. The Security Council shall, where appropriate, utilize such regional arrangements or agencies for enforcement action under its authority. But no enforcement action shall be taken under regional arrangements or by regional agencies without the authorization of the Security Council.

Regional arrangements are referred to in articles 52 and 53 of the present treaty, but are subject to control of the Security Council, and the Monroe Doctrine is not a regional arrangement or agreement. It is not a bilateral contract between nations. It is a unilateral declaration of foreign policy by the American Govern-

ment and has continued unchanged or unchallenged for 125 years. It has become the law of this country. When we make the provisions of the Monroe Doctrine subject to the approval of the Security Council of the new League of Nations, we are abandoning one of the fundamental policies of our national life. The Monroe Doctrine is a policy of national defense. A hundred and twenty-five years of peace and unity testify to the success of that policy and, in my opinion, should be continued free from any authority outside our own. The same is true of the Pan American Union. It has proven its worth through 50 years of hemispherical success.

I know that the treaty provides for self defense when we are attacked, but even that is subject to supervision by the Security Council.

As I see it, these are the jurisdictional faults in the new treaty:

It delegates power which we have no authority to delegate to the Security Council to declare war.

It places our sovereignty in the hands of foreigners because we have only one vote out of a necessary total of seven. This power must be referred to Congress in each case as it arises.

It seeks by implication to delegate power to the American member of the Security Council to vote us into war without reference to Congress. This power must be strictly defined and limited by statute to congressional approval in each case as it arises.

It grants to the Security Council power to regulate the size and kind of our armaments for national defense. No power on earth should dictate our defense, except the Congress.

It destroys the Monroe Doctrine, which is the only fixed foreign policy America has ever had and leaves that foreign policy to a council of foreign nations.

It scuttles the Pan American Union which we have spent 50 years in building among our American neighbors, and makes it subject to the approval of European and Asiatic nations.

In spite of the objections which I have cited and which can be corrected easily by the Senate, intelligent and earnest men, representatives of this Government, have offered us a plan to outlaw war. They offer this treaty as the vehicle by which we can achieve this desirable objective.

I feel that there is no other course for us to pursue than to accept the treaty. Therefore, I shall support it, because I dare not face my soldier son, nor any of the millions of soldier sons throughout the world, if I fail to do what I can to stop the senseless, maniacal slaughter and planned murder of my fellowmen. If we do not stop it, it will go on and on into chaos and anarchy until the world reverts once more to the Dark Ages.

NOMINATION OF W. STEWART SYMINGTON TO SURPLUS PROPERTY BOARD

Mr. LUCAS. Mr. President, a great deal of controversy has taken place with

regard to the question of surplus property. A wish has been expressed on the part of many persons in the field to buy some of the surplus property, but for some reason or other they have been unable to do so. I should like to inquire of some member of the Military Affairs Committee when, if at all, the nomination of Mr. Symington, a gentleman from St. Louis, Mo., to be Chairman of the Surplus Property Board, will be reported from the Committee on Military Affairs to the Senate?

Mr. HILL. Mr. President, as a member of that committee, I may say to the Senator from Illinois that the Senator from New Hampshire [Mr. BRIDGES] wished to ask Mr. Symington some questions, and that perhaps members of the committee desired to do likewise. Therefore the committee determined to invite Mr. Symington to appear before it on some day next week, which I believe will be Tuesday, at which time Mr. Symington will have an opportunity to make such statement as he may wish to make, and members of the committee will have an opportunity to ask any questions which they may desire to ask.

Mr. LUCAS. I understand that Mr. Symington has been in the city of Washington for approximately 30 days. His nomination was sent to the Senate by the President of the United States about 30 days ago, but as yet no action has been taken upon it. I think this particular appointment is one of the most important matters to come before the Senate. We are constantly talking about what the Surplus Property Board is not doing. We hear the matter discussed over and over again. It is my understanding, for example, that the Surplus Property Board has no money with which the agencies which have been designated to carry out the purposes of the act can go into the field and perform their necessary functions. As I understand, the \$40,000,000 appropriation for their use is now tied up in the bill which is pending before the other House.

Mr. HILL. Mr. President, will the Senator yield further?

Mr. LUCAS. I yield.

Mr. HILL. Of course, I cannot speak about money with any more authority than can the Senator from Illinois; I am not a member of the Committee on Appropriations, and of course the Senator is as familiar with the situation of the appropriation bill as I am.

With reference, however, to the appointment of Mr. Symington I want to say that former Senator Gillette will not retire as Chairman of the Surplus Property Board until the 15th day of the present month. So even if the Senate Committee on Military Affairs should report Mr. Symington's nomination and if he should be confirmed by the Senate, he could not and would not take his seat as Chairman of the Board until the 15th day of July. So any seeming delay on the part of the committee in acting on this nomination has not kept Mr. Symington from taking his seat. Senator Gillette does not vacate the chairmanship until the 15th of this month,

and of course Mr. Symington cannot take the place until Senator Gillette retires from the position.

Mr. LUCAS. I appreciate that. I would not say that Senator Gillette is not performing the functions of the office in the way he should, but the Senator knows that anyone who is leaving a position of that kind on the 15th of July is not going to take any important step toward the disposition of surplus property, so far as any rules or regulations or orders are concerned, in view of the fact that a new man is coming in.

The point I make is that Mr. Symington is in Washington and would like to have his nomination confirmed or not confirmed, so that he may know exactly what he is going to do in the future. It seems to me that if the Senate Military Affairs Committee would report his nomination and if his nomination were confirmed by the Senate, he would then be in a position to go into the surplus property office and begin to learn and become familiar with the duties of the office. It is a tremendous job, as everyone knows.

I merely raise the question because I know what the clamor is throughout the country and here in Congress with respect to surplus property. It is, as I have said, a big job; it seems to me that the Senate should not delay action in an important matter of this kind, and I hope that the Committee on Military Affairs will make a report on the nomination, favorable or unfavorable, as soon as possible.

Mr. HILL. I will say to the Senator that I do not think there can be a meeting of the committee on this matter before next Tuesday, because some of the Senators who are interested are, according to my understanding, not in the city at the present time. They had in mind, as the committee had in mind, the fact that Mr. Symington could not take over the position until the 15th day of July.

I understand the Senator's position, that if the committee should act and approve the nomination and the Senate should confirm it, then he would know whether he was going to get the job, and that might put him in a more advantageous position in learning the duties of the position, becoming acquainted with the work, and being better able to go ahead after he is made Chairman of the Board; but, as I have said, he will not, in any event, take his seat until July 15.

Mr. LUCAS. I understand that, but I should like to make a further observation with respect to it. Mr. Symington, as I understand, has been in Washington upon request of the President, for some 30 days; but he does not know yet what he is going to do. He has arranged all his business affairs in St. Louis so that he could take this position and he is now here, idle, so to speak, because of the failure of the Senate of the United States to act upon his nomination and confirm it.

Mr. HILL. Mr. President, the Senator knows that in connection with nominations it is often the case that members of

the committee wish to investigate the qualifications, perhaps the background, the experience, and the past record of a nominee, and therefore desires to take a little time, perhaps, in such investigations.

Mr. LUCAS. I understand that. The only point I am making is the importance of this problem. Members of the Senate have been somewhat critical at times of what has been going on in the Surplus Property Board and their failure to do this and failure to do that. It seems to me that time is of the essence, and Congress itself should not be contributing to any further delay or be negligent in an important question of this character.

Mr. HILL. I do not think that up to date Congress has been guilty of any negligence in this matter.

Mr. LUCAS. I disagree with the Senator.

Mr. HILL. I think it behooves the Committee on Military Affairs, if its members have any doubt about a nomination, to go into the character of the nominee and his qualifications, and they should have full opportunity to do so, but, as I say, the committee had before it the knowledge that this nominee could not and would not take the office, even if confirmed, until the 15th day of July.

Mr. LUCAS. I want respectfully to disagree with the Senator from Alabama that Congress has not been responsible for some delay in connection with the disposition of surplus property. I want to give an example. One year ago at this particular time—

Mr. HILL. Mr. President, will the Senator yield to me?

Mr. LUCAS. In a moment.

Mr. HILL. The Senator from Illinois did not say at first that Congress had been delaying the disposal of surplus property; he used the word "negligent." I said the Committee on Military Affairs had not been guilty of any neglect in this matter.

Mr. LUCAS. Very well; the Senator may have it that way.

I want to give this example, as I started to do. One year ago Will Clayton, who was then Assistant Secretary of Commerce, was in the position to make disposition of several thousand acres of real estate in Illinois which were surplus property. At that time he was stopped more or less by an act which Congress passed. That was perfectly all right; but since Congress passed that act there has not been an agency in the Government that has had the power to function in making disposition of that real estate. The farmers are pretty anxious to get that land back if they possibly can. It consists of some 18,000 acres which the Government took over for plant purposes and embraces some of the finest land in the world, lying, as it does, between Decatur and Springfield, Ill. Most of that property is now surplus and can be returned; but up to now, according to what agencies in the Department of Agriculture tell me, they have not been able to get the money; they have not the authority to go ahead and do the

things which ought to be done. Someone is negligent at some place along the line.

I bring this up only because of the fact that Mr. Symington, of St. Louis, Mo., ought to know definitely sooner or later whether the Senate is going to confirm his nomination or not. I say, in conclusion, that every day's delay in the confirmation of the nomination of Mr. Symington further muddles and delays the surplus-property problem.

CONFIRMATION OF NOMINATIONS

Mr. LANGER obtained the floor.

Mr. BARKLEY. Mr. President, may I inquire of the Senator from North Dakota whether he intends to occupy the floor.

Mr. LANGER. Yes; for a considerable time.

Mr. BARKLEY. I have to go to a meeting of the Committee on Banking and Currency, and I should like to ask the Senator if he will permit the Senate to dispose of the Executive Calendar at this time.

Mr. LANGER. I have no objection.

Mr. BARKLEY. I ask unanimous consent that, as in executive session, the Senate proceed to consider the Executive Calendar.

The PRESIDING OFFICER (Mr. MURDOCK in the chair). Without objection, it is so ordered, and the clerk will state the nominations on the Executive Calendar.

POSTMASTER

The legislative clerk read the name of Frank Ensley to be postmaster at Neuhart, Tenn.

The PRESIDING OFFICER. Without objection, the nomination is confirmed.

UNITED STATES PUBLIC HEALTH SERVICE

The legislative clerk proceeded to read sundry nominations in the United States Public Health Service.

Mr. BARKLEY. I ask unanimous consent that the Public Health Service nominations be confirmed en bloc.

The PRESIDING OFFICER. Without objection, the nominations are confirmed en bloc.

Mr. BARKLEY. Mr. President, I ask unanimous consent that the President be immediately notified of all confirmations of today.

The PRESIDING OFFICER. Without objection, the President will be notified forthwith.

EXECUTIVE MESSAGES REFERRED

As in executive session,

The PRESIDING OFFICER laid before the Senate messages from the President of the United States submitting sundry nominations, which were referred to the appropriate committees.

(For nominations this day received, see the end of Senate proceedings.)

EXECUTIVE REPORTS OF COMMITTEES

As in executive session.

The following favorable reports of nominations were submitted:

By Mr. THOMAS of Utah, from the Committee on Military Affairs:

Brig. Gen. Edward Fuller Witsell (colonel, Adjutant General's Department), Army of the United States, for temporary appointment as a major general in the Army of the United States, under the provisions of law;

Several officers of the Army of the United States for appointment in the Regular Army; and

Sundry officers for promotion in the Regular Army of the United States, under the provisions of law.

CONVENTIONS WITH GREAT BRITAIN AND NORTHERN IRELAND WITH RESPECT TO TAXES ON INCOME AND ESTATES OF DECEASED PERSONS—REPORT OF COMMITTEE ON FOREIGN RELATIONS

As in executive session,

Mr. LUCAS. Mr. President, as acting chairman of a subcommittee of the Committee on Foreign Relations, I report favorably without amendment, two conventions with Great Britain and Northern Ireland, with respect to income taxes and estate taxes, and request that they be placed on the Executive Calendar.

The PRESIDING OFFICER. The reports will be received and the conventions will be placed on the Executive Calendar.

By Mr. LUCAS, from the Committee on Foreign Relations:

Executive D, Seventy-ninth Congress, first session, a convention between the United States of America and the United Kingdom of Great Britain and Northern Ireland, for the avoidance of double taxation and the prevention of fiscal evasion with respect to taxes on income, signed at Washington on April 16, 1945 (Ex. Rept. No. 6); and

Executive E, Seventy-ninth Congress, first session, a convention between the United States of America and the United Kingdom of Great Britain and Northern Ireland, for the avoidance of double taxation and the prevention of fiscal evasion with respect to taxes on the estates of deceased persons, signed at Washington on April 16, 1945 (Ex. Rept. No. 7).

ORDER FOR ADJOURNMENT TO FRIDAY

Mr. BARKLEY. Mr. President, I ask unanimous consent that when the Senate completes its business for today, it stand in adjournment until 12 o'clock noon on Friday next.

The PRESIDING OFFICER. Without objection, it is so ordered.

SALES OF FOOD IN DEAD STORAGE

Mr. WHERRY. Mr. President, will the Senator from North Dakota yield?

Mr. LANGER. I yield.

Mr. WHERRY. I was invited to be a member of a subcommittee of the Committee on Agriculture and Forestry to make an investigation of the food situation, and in our deliberations, and in the taking of testimony, which I am sure the able Senator from North Dakota will recall, we found that there was on hand throughout the United States in warehouses thousands of tons of food, defined by those who testified as food in dead storage.

On April 2, in the CONGRESSIONAL RECORD, commencing with page 3010 and extending through pages 3011, 3012, and 3013, there is printed a list of the cases of food in just one section of the country. As I recall, it totals 105,000 cases, including groceries, meats, and dairy

products, all the food that goes through the regular channels from the processor to the distributor, and on through the retailer into the kitchens of the housewives in American homes.

At the time to which I have referred we were told that that was about the end of dead storage, that those in charge were liquidating as fast as they could. Some of this food dated back to 1942, and should have been released during this critical time, when we have needed food so badly.

We were told then that it was impossible to estimate the food that would be necessary for the military and for those in the industrial centers, and for that reason the different Government agencies—and we named many of them in report—stored food, so much food that when we had to dispose of hogs, in late 1943 and 1944, there was no place to store the meat. There was so much food in storage that when we had a surplus of eggs in 1943 and 1944, eggs were being shipped all over the country because there was no place in which to store them. Fifteen hundred crates were spoiled at one time because there was no place in which to store them. Yet there was this food in storage not being released by the Government agencies.

Today I received from one of my constituents in Nebraska another notice of sales by the Commodity Credit Corporation. They said as far back as 2 months ago that was over with, that the dead storage had been ended. On June 25 comes from the War Food Administration, the Commodity Credit Corporation office in Washington, another one of these advertisements about the sale of merchandise. It is signed by William H. Pittman, Acting Chief of the Sales Branch, Office of Supply of the Commodity Credit Corporation. I ask unanimous consent that at this point in my remarks this advertisement be printed.

The PRESIDING OFFICER. Is there objection?

There being no objection, the matter was ordered to be printed in the RECORD as follows:

WAR FOOD ADMINISTRATION,
COMMODITY CREDIT CORPORATION,
OFFICE OF SUPPLY,
Washington, D. C., June 25, 1945.

SALE OF OFF-CONDITION EVAPORATED MILK

The War Food Administration hereby announces the contemplated sale by the Commodity Credit Corporation (hereinafter referred to as CCC) of the lots of off-condition evaporated milk, 1942 pack, indicated in the attached schedule for manufacturing purposes only.

Bids to purchase may now be submitted to and must be received by the Contracts and Adjustments Division, Sales Branch, Office of Supply, Commodity Credit Corporation, War Food Administration, Washington 25, D. C., not later than 5 p. m. (eastern war time), July 11, 1945. Successful bidders will be notified of acceptance by telegram filed at Washington, D. C., not later than midnight (eastern war time), July 16, 1945. CCC reserves the right to withdraw all or any part of the items listed, or to reject any bids in whole or in part.

Further details with respect to this sale may be obtained by communicating with

George H. Kenyon of the Washington Office, telephone REpublic 4142, Extension 5857.

HOW TO SUBMIT A BID

Bids must be submitted by letter or telegram. In submitting a bid by mail, the bidder shall indicate in the lower left corner of the envelope "Bid under sales announcement No. 7, do not open." In submitting a bid by telegram, the bidder shall commence the wire as follows: "Bid under sales announcement No. 7." If a wire bid is confirmed by mail, indicate in the lower left hand corner of the envelope "Confirmation of wire bid under sales announcement No. 7." All bids must state the following:

1. Price per case at indicated location.
2. Lot numbers (see attached schedule).

TERMS AND CONDITIONS

In submitting a bid to purchase, the following provisions in this announcement shall become a part of such bid, and upon acceptance by CCC, the bid and acceptance shall constitute a valid and binding contract.

Quantity: Any or all of the lots indicated on the attached schedule. Bids for less than complete lots will not be considered.

Basis of sale: The evaporated milk is to be sold on an "as-is—where-is" basis, and is not to be used in its present form for human food but must be used for manufacturing purposes only. No representation or statement made by any Federal employee as to the quantity, quality, and/or condition of this commodity or condition of containers other than covered in this announcement will be binding or considered as grounds for adjustment or rescission of sales.

Inspection: Upon presentation of this announcement, the warehouses are authorized to permit visual inspection of the evaporated milk by prospective purchaser or their agents. Failure to make such inspection will not be considered as grounds for adjustments or rescission of sales. Inspection charges, if any, will be for the account of the prospective purchaser.

Compliance: The purchaser agrees to handle the commodity in accordance with the requirements of the Federal Food, Drug, and Cosmetic Act of June 25, 1938, as amended, and all regulations issued thereunder.

Storage: Storage charges will be paid by CCC through the storage month current on the 15th day following date of the notice to deliver. Purchaser will assume all storage charges after the expiration of that storage month. Car loading or delivery charges to tail gate of truck will be for the account of CCC provided shipment to purchaser is made prior to the expiration of the storage period herein.

Delivery: Under no circumstances will permission be granted to remove the commodity from the warehouse until the purchaser has been notified that his bid has been accepted and full settlement has been received by CCC. Transfer of title to purchaser will be made by CCC in the warehouse where the evaporated milk is located as soon as practicable after receipt of payment. A copy of the notice to deliver to the warehouse instructing transfer of title will be forwarded to the purchaser at the same time that it is sent to the warehouse. On receipt of copy of the notice to deliver the purchaser will furnish the warehouse with shipping instructions, or arrange for continued storage.

Payment: On receipt of wire acceptance of bid by CCC, the purchaser shall forward to Mr. Glenn P. Smith, Assistant Treasury, Commodity Credit Corporation, War Food Administration, Washington, D. C., a certified or cashier's check payable to Treasurer of the United States which must be received not later than 7 days from date of wire acceptance. This payment must cover the full amount of the purchase price and must be accompanied by an appropriate letter of transmittal in duplicate, indicating the

check number, amount of check, contract number, and name of commodity.

Ration points: None required.

Overage and shortage: This contract is for the sale and delivery of a specific lot or lots of goods located at the warehouse(s) designated. The quantity contained in each lot has not been verified by CCC, but is based on inventory records. Therefore, delivery of the entire quantity in any such lot shall, with respect thereto, constitute complete delivery under the contract. However, the total sales price will be adjusted on the basis of the unit sales price for the quantity actually delivered. CCC will refund to purchaser any overpayment previously made. The purchaser will pay for any quantity delivered in excess of the above-mentioned quantity based on inventory figures.

Warranty: By making a bid subject to these terms and conditions, the purchaser warrants that the commodity purchased under the contract will be used for manufacturing purposes only and will not be used in its present form or resold as a commodity for human food. Purchaser agrees to furnish CCC with a notarized statement certifying that the commodity has been used for manufacturing purposes only, and if requested by CCC shall make available for inspection, all records involving such usage of the commodity.

Officials not to benefit: No Member of, or Delegate to Congress, or Resident Commissioner, shall be admitted to any share or part of the contract or to any benefit that may arise therefrom, but this provision shall not be construed to extend to the contract if made with a corporation for its general benefit. (Sec. 3741, Revised Statutes, and secs. 114-116, act of March 4, 1909. However, see Public, No. 381, 75th Cong., approved Aug. 26, 1937.)

WM. H. PITTMAN,
Acting Chief, Sales Branch,
Office of Supply (CCC).

Mr. WHERRY. Mr. President, it will be noted that this advertisement or announcement gives information as to how bids should be submitted, what the terms and conditions are, what food is about to be sold, how the delivery is to be made, and what the payment is. It tells something about the quantity, and it says:

By making a bid subject to these terms and conditions, the purchaser warrants that the commodity purchased under the contract will be used for manufacturing purposes only and will not be used in its present form or resold as a commodity for human food.

This notice refers to "off-condition evaporated milk," and it says it is from the pack of 1942. Here is evaporated milk of the pack of 1942, which has been in storage all this time, up to June 25, 1945, and has spoiled in storage.

What about the pack of 1943 and what about the pack of 1944? The food counters are empty, and if we go into a restaurant to eat we find there is no butter. Yet, there is milk in dead storage from 1942 which now is being sold as a tainted product, which cannot be used for the purposes for which it was produced in the first place.

It might be thought there is not very much of this. I wish to include at this point in my remarks the schedule of evaporated milk available for sale from the 1942 pack. It gives the warehouses, the location, the lot, the cases, and the total quantity of this milk which has spoiled in storage. I ask unanimous

consent that at this point in my remarks this schedule of evaporated milk available for sale, giving these various items, be printed in the RECORD.

There being no objection, the schedule was ordered to be printed in the RECORD as follows:

Schedule of evaporated milk available for sale

Warehouse and location	Lot No.	Number of cases
Currier-Lee Warehouse: Chicago, Ill.	6766	3
Do.	6939	5
Total		8
Grocers Terminal Warehouse, Chicago, Ill.	5808	491
Crothersville Warehouse: Crothersville, Ind.	1	40
Do.	2	22
Do.	3	111
Do.	4	7
Do.	5	30
Total		210
Indiana Terminal & Refrigerator: Indianapolis, Ind.	24381	1 1/2
Do.	24482	34 1/2
Total		35
Petit Warehouse, Fort Wayne, Ind.	131	27
Eastern States Warehouse: Somerville, Mass.	174	1,364
Do.	175	1,498
Total		2,862
Indianapolis Warehouse & Storage, Indianapolis, Ind.	8706	259
Fireproof Storage Warehouse, Lansing, Mich.	26	301
Kammen Storage Warehouse: Muskegon, Mich.	36	93
Do.	91	21
Do.	Various	26
Total		140
Harborside Warehouse, Jersey City, N. J.	49806	93
Mid-Hudson Terminal, Jersey City, N. J.	6100	31
Seaboard Warehouse: Jersey City, N. J.	75430	184
Do.	75545	85
Do.	75553	56
Do.	75638	55
Total		380
Albion Produce Warehouse: Albion, N. Y.	295A	66
Do.	295	10
Do.	290	66
Total		142
New York Dock Co.: Brooklyn, N. Y.	964K	127
Do.	567H	2
Do.	984B	15
Do.	959B	3
Do.	961B	3
Do.	962B	2
Do.	964B	19
Do.	975B	20
Do.	985B	6
Do.	963B	17
Do.	405E	6
Do.	406E	1
Do.	409E	2
Do.	411E	2
Do.	414E	9
Do.	417E	1
Do.	420E	1
Do.	440E	18
Do.	449E	30
Total		282
National Terminal Corp., Buffalo, N. Y.	8721	415

Schedule of evaporated milk available for sale—Continued

Warehouse and location	Lot No.	Number of cases
Larkin Storage Warehouse, Buffalo, N. Y.	6785	504
Do.	9138	304
Do.	9143	57
Total		865
Roach & Reed, Eagle Harbor, N. Y.	1000	39
Borden Robinson, Lockport, N. Y.	8	248
Do.	10	246
Total		494
Middleport Warehouse Co., Middleport, N. Y.	20	348
Fiedelson Warehouse Co., New York, N. Y.	F1375	7
Do.	F1377	6
Do.	F1382	15
Do.	F1388	11
Do.	F1389	10
Do.	F1429	10
Do.	F1457	34
Do.	F1459	12
Total		105
Waverly Cold Storage, Waverly, N. Y.	1716	13
Do.	1715	16
Do.	1815	9
Do.	1814	9
Do.	1813	13
Do.	1816	11
Total		71
Great Lakes Terminal, Toledo, Ohio	240	140
Sharon Ice & Coal Co., Farrell, Pa.	1	5
Do.	4	5
Do.	9	11
Total		21
Pittsburgh Terminal, Pittsburgh, Pa.	8844	6
Do.	8846	54
Do.	8847	51
Do.	8848	44
Do.	8849	6
Do.	8850	49
Do.	8861	48
Do.	8862	86
Do.	8874	71
Total		415
Chase Warehouse, Burlington, Vt.	7-3306	1,237
Do.	9-3702	1,239
Do.	10-3806	1,241
Do.	3-3506	1,232
Total		4,949
Leicht Transfer & Storage, Green Bay, Wis.	1032	3
Do.	1033	2
Do.	1037	4
Do.	897	17
Do.	898	16
Do.	900	17
Do.	901	17
Do.	902	16
Do.	903	16
Do.	904	25
Do.	906	15
Do.	909	29
Do.	912	19
Do.	913	26
Do.	914	15
Do.	915	24
Do.	917	1,187
Do.	919	25
Do.	922	22
Do.	923	22
Do.	924	17
Do.	925	23
Do.	926	19
Do.	928	11
Do.	930	2
Do.	942	1
Do.	951	3
Do.	952	2
Do.	953	2
Do.	956	4
Do.	975	1
Do.	979	2

1 And 2 cans.

Schedule of evaporated milk available for sale—Continued

Warehouse and location	Lot No.	Number of cases
Leicht Transfer & Storage, Green Bay, Wis.	1026	5
Do.	862	23
Do.	869	20
Do.	879	24
Do.	880	19
Do.	884	15
Do.	885	25
Do.	888	30
Do.	890	18
Do.	889	18
Total		1,805
Pittsburgh Terminal, Pittsburgh, Pa.	8822	1,480
Do.	8852	1,446
Do.	8875	1,431
Do.	8877	1,462
Do.	8881	1,393
Total		7,212
Miers & Brockenfield, Portland, Oreg.	0447	2,934
Terminal Warehouse, Jersey City, N. J.	1	54
Do.	2	403
Do.	3	525
Total		982
Metropolitan Warehouse, Los Angeles, Calif.	Various	2,549
Western Gateway Warehouse, Ogden, Utah	do	526
Christie Transfer & Storage, Butte, Mont.	9233	419
Edgars Sugar House No. 4, 1824 Clay Ave., Detroit, Mich.	186	85
Do.	189	112
Do.	190	20
Do.	198	28
Total		245
Edgars Sugar House No. 9, 117 East Junction Ave., Detroit, Mich.	984	154
Do.	931	249
Do.	932	54
Do.	940	243
Do.	961	3
Total		703

Mr. WHERRY. Mr. President, I should like to have the distinguished Senator from North Dakota, who has been good enough to extend me the courtesy of the floor for these few minutes, to notice that there are included in this particular sale more than 10,000 cases of evaporated milk that is scattered around over the country, in Chicago, Indianapolis, Jersey City, New York, Ohio, Pennsylvania, Vermont, and Wisconsin. I said 10,000 cases. I am quite sure that when the totals are added it will be found the amount is in excess of 25,000 cases, because at one place alone, in Pittsburgh, there are 7,212 cases.

I am merely bringing to the attention of the Members of the Senate the fact that we have had this investigation of the food situation, and I emphasize that because of faulty administration—I call it maladministration—we are helping to create day after day shortages, all unnecessary, of food which should be in the hands of housewives, food which should be consumed instead of being in dead storage, food which is so badly needed for the civilian population and for the military forces. Yet we have discovered in dead storage, as we have made this investigation, a large quantity

of evaporated milk that goes back to the pack of 1942.

Mr. President, I hope that as we bring these matters to the attention of the Senate in a constructive way it will be helpful to the new Secretary of Agriculture, whose activities are combined with those of the War Food Administration, and that it will be made possible, not only to produce the necessary food products but to bring about their distribution to every nook and cranny of the land. Food, which is so sorely needed during this war—which certainly has to be won—not only for the military forces but for those who work in the industrial centers, should not be placed in dead storage and be permitted to spoil.

I thank the distinguished Senator from North Dakota for granting me the privilege of calling to the attention of the Senate another case of food spoilage when the homes of America so badly need food.

PAY OF FEDERAL EMPLOYEES

Mr. LANGER. Mr. President, I was very glad to yield to the distinguished Senator from Nebraska. I shall now refer to another subject.

Mr. President, a few days ago the bill which provided for an increase in pay for Federal employees all over the United States became law. These employees have not received an increase in pay since 1925. They were in approximately the same shape as most postal employees were. As ranking Republican member of the Committee on Civil Service I led a fight to obtain for employees working for the Federal Government enough to keep body and soul together. We have been told by the Women's Bureau and Children's Bureau of the Department of Labor that the lowest amount a single person could live on was \$1,925 a year. Approximately one-third of the Federal employees received less than that amount. The result was, Mr. President, that after a great deal of work and debate we passed a bill last week which raised the salaries of low-paid Federal employees somewhere between 15 and 18 percent. We heard a great deal during the discussion of the measure about the Little Steel formula. We heard a great deal about overtime.

Mr. President, it was agreed during the committee meeting time and time again that those receiving less than \$1,925 a year should receive enough pay to keep body and soul together, and yet what do we find? Two days after the bill was passed we find in the press of this city a statement to the effect that an appeal had been made to the President of the United States to reduce the overtime, first to 44 hours a week, and then to 40 hours a week. Mark you, Mr. President, the minute overtime requirements are abolished several million Federal employees will receive—what? They will receive what they did back in 1925. They will be back on starvation wages.

In the bill which we passed it was provided that anyone who received more than \$10,000 a year salary should have no reduction in his salary so long as the war lasted. So an individual receiving \$10,000 a year or more will, when the law

takes effect, receive \$10,600 or \$11,000, but a poor man with a family who is receiving \$1,600, \$1,700, or \$1,800, or \$1,900 a year, with overtime taken away, will be receiving the same wages he did in 1925. It is for that reason, Mr. President, that earlier today I introduced for appropriate reference a bill which I ask to have printed in the RECORD at this point.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

Be it enacted, etc., That the rates of pay for Federal employees, employed in the several trades and occupations, whose basic compensation is fixed and adjusted from time to time in accordance with prevailing rates by wage boards or similar administrative authority serving the same purpose, shall be maintained at rates which are not lower than those in effect on June 1, 1945, plus such amount, calculated to the nearest cent per hour, as will equal the pay for a 48-hour week under the wage schedules in effect on June 1, 1945, wherever the hours are or have been reduced below 48 per week: *Provided,* That the hours of labor in those branches of the Federal service covered by this act, shall be reduced to 48 per week as long as the requirements of the war effort permit; and reductions in the hours of labor to as low as 40 per week, shall be made to minimize or avoid reductions in personnel wherever feasible.

AIRPLANE ACCIDENTS

Mr. LANGER. Mr. President, I wish once more to take up the matter of airplane accidents, concerning which I have spoken time and time again. Sometimes it seems to me that I occupy a peculiar position upon this floor in that I am beholden to no political machine. I do not owe my election to any Democratic political machine nor to a Republican political machine, nor to any other political machine in the State of North Dakota. In addition to not being obligated to any political machine, I come from a State that has no war industries of any kind. There is therefore no huge army of employees to which I am beholden, or even a small group of millionaire owners of war plants, to which I must bow down and worship.

On the contrary, Mr. President, I come from a State the common people of which sent me to represent them upon the Senate floor. I represent the fathers and the mothers of the Air Force pilots. I represent, in addition, not only the sisters and the brothers and the sweethearts of these pilots, but the pilots themselves.

My sole interest and my only interest, therefore, is in seeing to it that these air pilots receive a square deal in the United States of America and in those countries where they serve.

May I not state to the people of my country that I am not acquainted with a single official of any of the large companies producing bombers and fighters; that I have no personal feeling of any kind, of friendship or animosity, directly or indirectly, toward a single official of any one of these companies, and that my feelings toward Curtiss-Wright, Boeing or Glenn Martin, or any other large airplane manufacturing company, are entirely impersonal.

My attention was drawn to what was happening to these American air pilots by two men. One was Gen. H. H. Arnold, the head of the Air Force who testified on October 2, 1944, that 17,500 pilots in training had been killed here in America—while training. Only a little more than 5,000 had been killed in actual combat. Think of it. Three times as many airplane pilots were killed in training as were killed in actual combat. Who said so? General Arnold, the head of the Air Forces of this country. He said so on the 2d of October 1944.

The other man who called my attention to this situation is none other than Harry S. Truman, then a United States Senator from Missouri, and now President of the United States. On Monday, October 4, 1943, at 9:30 in the evening, central war time, from Shenandoah, Iowa, over the Blue Network, Mr. Truman delivered a radio address. It was entitled "The Fight for Quality Production."

So the man who at that time was a United States Senator, and who is now President of the United States had something to say on this subject. This is what he said about Curtiss-Wright and some of the other groups, many of whose members have become millionaires, out of the blood of our pilots, and out of the suffering of their fathers, mothers, and other relatives. Two years ago next October, Mr. Truman said:

Today we are engaged in total war. Victory or defeat depends upon our armed forces, but they, in turn, are dependent upon what we give them with which to fight. They are risking their lives. They are entitled to the best that we can give them.

Their needs are determined by the procurement officers of the Army and Navy. The Army and Navy specify what war materials they want, and ask business to produce them in accordance with the Army and Navy specifications.

Business contracts to supply materials that conform to these specifications. Common honesty requires that business should not fust off upon the Government materials that do not conform to contract. But more than honesty is involved here. Our soldiers and sailors are dependent upon those materials for their lives, and our Nation is dependent upon them for its liberty, and even for its continued existence.

For these reasons, the committee of the Senate, of which I have the honor to be the chairman, has considered itself obligated to check charges that come to it from Government inspectors that certain corporations are delivering war material that does not meet specifications. These Government inspectors are patriotic men. They are honest and conscientious. They make no profit from the sale of the war materials. They gain nothing by making unfounded charges, and by complaining at all, they risk their jobs.

The committee has investigated a number of such charges. Unfortunately, it has found several outstanding examples in which they were true. In all such cases, the committee has insisted that the corporation involved should correct the situation, and that it should either produce material according to specifications, or obtain the approval of the armed services using the material for the delivery of substandard items to be paid for as substandard material and used only where it can safely be used.

The committee will continue this policy. It will not accept excuses from management, except where it is convinced that manage-

ment is acting promptly, and in good faith, to remedy the situation and to discharge those responsible for the fraud upon the Government. By the latter, the committee does not mean the little fellows at the plant who pass the materials, but the plant superintendents who, through carelessness and incapacity, are responsible for the existence of the situation.

Such a policy seemed to the committee to be so clearly right and necessary that it expected that the press and radio would join it in requiring management to conform to Government specifications, and in telling defense workers that they would receive support in their efforts to make good war material.

This is not asking too much. Practically all of industry is producing good, high-grade material. The great mass of companies are giving our Government what it pays for. Only a very few of our large corporations have strayed from the path. And honest business and industry have been unanimous in condemning such practices. I want it perfectly clear that I have no criticism of industry or business in general. The few whom I have had to criticize are the exceptions and not the rule.

By and large the committee's efforts have received such support. The press and the radio deserve a great deal of credit for this, because the companies which have had to be corrected include several of the largest corporations in the United States.

The President was talking about the largest corporations in the United States. He said:

The companies which have had to be corrected include several of the largest corporations in the United States.

Mark you what he said then:

They spend millions of dollars for advertising, which the press and radio risk if they publicize their mistakes.

I wish to make it plain that hardly a word of any speech which I have delivered on this floor in connection with airplane accidents has been published in the press of this country. President Truman tells why:

They spend millions of dollars for advertising, which the press and radio risk if they publicize their mistakes.

These corporations also employ staffs of publicity men who occupy themselves in attempts to confuse the issues and obtain public comment favorable to the companies based on a misunderstanding by the press or radio of the underlying facts.

Let me repeat, Mr. President, that this is the President of the United States who is talking. This is what he said on the 4th day of October 1943 about the press and the radio of this country. I want Senators to remember that, because in just a few minutes I am going to tell why the Curtiss-Wright Co. took 40 men to St. Louis and entertained them, wine-d them, and dined them, just a short time ago. I proceed with what the President said:

A few of our better known newspapers and one popular radio news columnist have misunderstood the situation and by their reports to the public have unwittingly assisted in creating a false impression.

For example—

Mr. Truman is now talking about the United States Steel Corp. and one of its subsidiaries. He tells how they cheated the Government. That is the same United States Steel Corp. whose

chairman of the board for a long time was Edward Stettinius—

For example, the committee found that the Carnegie-Illinois Steel Corp., the principal subsidiary of the United States Steel Corp.—

Mind you, Mr. President, these are Senator Truman's words, not those of BILL LANGER. This is Harry Truman talking:

For example, the committee found that the Carnegie-Illinois Steel Corp., the principal subsidiary of the United States Steel Corp., was producing steel plate for the Navy and the Maritime Commission and lend-lease in its Irvin works, and that the physical tests to which the finished steel plates were subjected to determine their tensile strength were faked and falsified.

How many boys in the gallery would want to be in a ship fortified with that kind of armor? The man who is now President said that the tests of that armor were faked and falsified by the United States Steel Corp.

The company men in charge of the operation of the testing machines testified that about 5 percent or more of the tests were deliberately faked for the purpose of falsely reporting that the steel plate was in accordance with specifications. To do this—

Mr. Truman said—

they instructed the testers under them to cheat.

But, Mr. President, did a single one of those men go to jail? The soldier boys are dead; but did Mr. Truman or anyone else send anyone to the penitentiary for faking this armor? No; they brought a suit in the name of the United States against the Curtiss-Wright Co.

Mr. President, I have a copy of a letter which I wrote to the Attorney General, to find out in what shape the case was. I sent the letter to the Attorney General, but I did not even get an answer.

President Truman—then Senator Truman—continued:

The case required particular emphasis because of the improper and obstructive attitude which was taken as to it by the Carnegie-Illinois Corp.—

In other words, Mr. President, the United States Steel Corp.—

when the matter was first brought to its attention. Instead of cooperating—

Said President Truman—

in an investigation of a serious situation, which had arisen by reason of the carelessness and negligence of the management, it—

The United States Steel Corp., Mr. President—

attempted to delay and obstruct the investigation—

By doing what?—

by refusing access to records and an opportunity to examine witnesses.

Mr. President, when John Lewis asked a few hundred thousand men not to work unless they could get enough money to keep body and soul together, from one end of America to the other, the press of this country condemned John Lewis. They said he should be hung as a traitor, and word was sent forth all over the world to our fighting men that John Lewis was instigating strikes, that he was obstructing the war effort. But anyone who heard the testimony of John Lewis before the committee remembers that he

said he would have no trouble if it were not for the coal mines owned by the United States Steel Corp. and its subsidiaries. They were the companies that were starving their miners.

Here we find the same United States Steel Corp.; but, Mr. President, you do not see mention of it in the press. You do not see that news heralded all over the world to our fighting men. We find the man now occupying the Presidential chair of this country saying, even to his own committee, when he was fighting to protect the lives of our soldiers, that the United States Steel Corp.—and I use his own words:

Attempted to delay and obstruct the investigation by refusing access to records and an opportunity to examine witnesses.

I continue the quotation:

When it became impossible to continue such tactics, it—

That is, the United States Steel Corp.—

resorted to attempts to minimize the importance of the dishonesty which it was forced to admit had been practiced by its employees. The presentation of its case before the committee—

In other words, Mr. President, the presentation of the case of the United States Steel Corp., said President Truman—

was marked by a lack of frankness and candor.

The situation was so bad that Mr. Fairless, the president of the United States Steel Corp., stated to the committee:

"We are just as shocked to get these facts as you and we are as desirous of correcting them as you are."

And he further said:

"I consider it was very, very poor management."

Mr. President, I now ask unanimous consent that the first two paragraphs on page 6 of Mr. Truman's speech be printed at this point in the Record as a part of my remarks.

There being no objection, the paragraphs were ordered to be printed in the Record as follows:

Mr. Charles E. Wilson, executive vice chairman of the War Production Board informed the United States Steel Corp. that:

"Although the evidence adduced to date does not prove that the culpability for the falsification goes higher than the chief metallurgist, Mr. McGarrity, it does nevertheless indicate, in our opinion, poor management on the part of the officials of the Carnegie-Illinois Steel Corp.

"Needless to say, this entire situation has deeply disturbed us at the War Production Board; and we are determined, as we feel certain you are too, that immediate steps shall be taken to put an end to all falsifications, to take appropriate disciplinary action with regard to those responsible for such practices, no matter how high in the organization they may be, and finally so to readjust your organization that, in the future, we can look forward with the fullest confidence to effective, efficient, and straightforward operation of your corporation and its subsidiaries."

Mr. LANGER. Mr. President, I wish to discuss what was said by Mr. Charles E. Wilson. He is of the great General Electric Co., and he was appointed by the late President Roosevelt to be executive vice chairman of the War Production Board. He said the following:

Needless to say, this entire situation has deeply disturbed us at the War Production Board, and we are determined, as we feel certain you are, too, that immediate steps shall be taken to put an end to all falsifications, to take appropriate disciplinary action with regard to those responsible for those practices, no matter how high in the organization they may be, and finally so to readjust your organization that, in the future, we can look forward with the fullest confidence to effective, efficient, and straightforward operation of your company and its subsidiaries.

But look at the difference, Mr. President. In France a soldier stole a few cigarettes. His life was taken away; he was hung for stealing a few cigarettes in France. Here corporations manufacture worthless armor. They admit they did it; and Charles E. Wilson, the former head of the General Electric Corp., and later the executive vice chairman of the War Production Board, in talking to the head of the United States Steel Corp. said, "You simply must not do it anymore."

What did President Truman—then Senator Truman—say? He said:

Mr. Wilson could not have used plainer language, and he acted only after consulting with the Navy Department and the Maritime Commission and being assured that they concurred in his opinion.

Mr. Truman also said this when he spoke 2 years ago:

This was not the first time that Carnegie-Illinois Steel Corp.—

That is the United States Steel Corp., the former chairman of which the President has named at the head of this great big peace movement—

had been guilty of faking tests on steel supplied to the Navy.

Mr. President, what is the life of a soldier worth? He gets on a ship to go across the water, and our Government has paid good money for the armor on that ship, but then the officials of the company which manufactures the armor admit that the tests on the armor were faked and that the armor on the ship is no good at all.

Mr. Truman said:

Forty-nine years ago, in 1894, the House Naval Affairs Committee investigated charges against the Carnegie Steel Co. and found the following charges to have been proven—

Mind you, Mr. President, 49 long years before, the President said, that company had been guilty of—what? I quote the President:

False reports of the treatment of the plates were systematically made to the Government inspectors.

"Specimens taken from the plates both before and after treatment to ascertain the tensile strength of each plate were stretched without the knowledge of the Government inspectors, so as to increase their apparent tensile strength when actually tested.

The President continued:

False specimens taken from other plates—

Listen to this, Mr. President. This is the present President of the United States speaking. Listen also to what the United States Steel Corp. was doing to the soldier boys. I repeat:

False specimens taken from other plates were substituted for the specimens selected by the Government inspectors.

Mr. President (Mr. WHERRY in the chair), if in your great State of Nebraska the Government bought a hundred horses, and the next day it was found that 10 spavin-boned critters had been substituted for good horses, the men guilty of the fraud would be put in jail. But that was not done with these millionaires. The men about whom I am talking are men whom President Truman himself said were guilty of taking specimens from other plates and substituting them for specimens selected by the Government inspectors. Oh, Mr. President, that is a different thing. Those who are rich, powerful, and strong are not put into the penitentiary; they are promoted. They are put in charge of the Government.

President Truman further said:

The testing machine was repeatedly manipulated by order of the superintendent of the armor-plate mill so as to increase the apparent tensile strength of the specimen.

That, according to President Truman himself, is how the United States Steel Corp. cheated the people of America.

President Truman continues—these are his own words, not mine; I am now quoting the present President of the United States, Harry S. Truman—

The similarity between the frauds practiced today—

Frauds practiced today—

and the frauds practiced 50 years ago is so striking that a single report might well have served to summarize both investigations.

My God, where has the United States Senate been these last 50 years? If the same kind of frauds has been taking place for the past 50 years, why has it not been stopped? Is the United States Steel Corp. so powerful that it is stronger even than the United States Government itself? Apparently it is.

Mr. Truman continued:

The committee believed that it was time that such practices should stop and was extremely surprised when a leading Pittsburgh paper ran a scare head all the way across the front of its paper as follows:

"Steel slump blamed on Truman. Committee's bungling slows war output."

The story referred to an "exhaustive independent inquiry just completed" by that newspaper. In all this "exhaustive inquiry" the newspaper had not once contacted the committee for any information. The article proceeded to say that although official production figures for April were not available, "preliminary and informal reports to the WPB on production trends show that instead of April being the month in which all records for steel-plate production would have been broken, this month's production may fall seriously below previous months—possibly fall off as much as 35 percent."

That statement was taken from a newspaper article which was carrying false charges concerning the Truman committee.

Senator Truman further said:

As I understood the newspaper article, it was a charge that because the Senate had dared to require the United States Steel Corp. to be honest—

Because Truman had dared to require the United States Steel Corp. to be honest—

we were going to lose 35 percent of our steel-plate production, and that that loss should

be attributed to the Truman committee's "bungling."

This article, with its prediction of a 35-percent slump for April, was published on April 16, after half the month had expired.

The fact is—

Said the then Senator Truman, now the President—

that after the month had ended, and the figures were in, the War Production Board announced that April was a record-breaking month, and that the steel industry produced more steel plates than it had ever before produced in a single month.

Mr. Truman further said:

I wonder, and I think you will wonder, who told that newspaper that there was going to be a steel slump and why was such a ridiculous rumor circulated.

Shortly afterward the committee found that the Wright Aeronautical Corp., a subsidiary of the Curtiss-Wright Corp., was guilty of selling for installation in Army and Navy planes airplane engines that were not in accordance with specifications.

The engines in question were made at Lockland, Ohio, near Cincinnati, in a plant designed by Curtiss-Wright but built by the Government at a cost of more than \$140,000,000.

Ah, Mr. President, our Government is trying to protect the soldiers. The Senate has voted billions of dollars in order that the soldiers may have the best equipment in all the world. No one knows that better than does the junior Senator from Nebraska [Mr. WHERRY], because I have heard him appeal time and again to make sure that the Government receives 100 cents of value for each 100 cents it spends. But here are these crooks. I call them crooks because that is what they are, according to Harry S. Truman, the President of the United States. I wish to show Senators how careful the President went into this matter. He continued as follows:

I want to tell you just how this investigation started and was conducted. In order to make sure that the engines being produced could properly be used in our military aircraft, both Curtiss-Wright and the Government employed many inspectors, at a total cost of several million dollars a year.

Mr. President, we were going to make sure that our boys be furnished with good material with which to fight.

I continue reading:

The committee received letters from a number of these inspectors, particularly the Government inspectors, complaining—

About what?

That they were being forced to pass parts and engines which were not in accordance with the specifications. These specifications were prepared, Mr. Truman said, by Curtiss-Wright themselves and approved by the War Department.

Curtiss-Wright never complained that the specifications were needlessly made too strict. Good heavens, Curtiss-Wright itself prepared the specifications, so of course they were not too strict. All the United States Government asked Curtiss-Wright to do was to live up to the specifications they themselves had written. Mr. Truman says:

A committee investigator was sent to Cincinnati. He found that the majority of the

Government inspectors looked to the Senate—

They looked to this body—

to correct the situation which they had lost hope of having corrected by Curtiss-Wright.

Those Government inspectors said we can depend on the Senate of the United States; if anything is wrong they will correct it. We know there are 96 of them; we know that except in case of illness they are always present on the Senate floor; we know that they are very much interested, and therefore we are going to depend upon the United States Senate to correct this cheating and robbing.

In fact—

Mr. Truman said—

one of the inspectors broke down and cried as he told his story, saying that he had two nephews in the Air Force. Before our investigator had finished, not only a majority of the Government inspectors but also a number of the Curtiss-Wright inspectors made the same charge, namely, that the inspectors were not being permitted to reject parts of engines that failed to conform to specifications.

Just think of that, Mr. President. Their own inspectors, those of Curtiss-Wright, and the Government inspectors both said that the Government of the United States was being cheated, that poor and defective parts and engines were being put into these airships which our brave boys were asked to fly.

Only Saturday, Mr. President, I read into the RECORD a list of more than 100 accidents occurring in nearly every State in the Union. Bombers had crashed; some of them had exploded in midair. No one will ever know the reason because those soldier boys, those pilots are dead; they cannot testify; but the bunch of crooks who are manufacturing those planes still have the millions of dollars they made, and they are still out of jail, and, apparently, are going to keep out of the jails and penitentiaries of the United States.

Mr. President, Senator Truman continued on a Nation-wide hook-up and said:

These men had come to the committee only as a last resort. They had tried to tell their story to their own superiors in the United States Army. The only reward of those who attempted to do this was that they were transferred under a cloud or otherwise penalized. Morale was almost completely destroyed.

Mr. President, what is the situation? Mr. Truman said on October 4, 1943, that when those inspectors tried to tell their story to their own superiors in the United States Army they would not listen, but has Mr. Truman fired any of these superiors? Has he removed any of them? He has been President for 60 days. Has he fired any of them, Mr. President? The only reward of those honest men, according to Mr. Truman himself, the only reward of those who attempted to do their duty was that they were transferred under a cloud or otherwise penalized.

Mr. President, listen to this: Here are the inspectors from the Army, here are the inspectors from the Government,

here are the inspectors from Curtiss-Wright themselves. What does Mr. Truman say about all this group of inspectors? He says:

Their complaints were unanimous; there were no discrepancies.

That is what Harry S. Truman said on the 4th day of October:

They had been forced to accept bad materials. In many cases where they attempted to reject material which was clearly bad, Curtiss-Wright succeeded in having them overruled by appealing, over their heads, to their superiors.

Mr. President, in heaven's name, if that be true, Harry Truman is no longer Senator, he is President; he is Commander in Chief of the American Army and Navy of the United States, and I say that he owes a duty to the people of this country, to the soldiers of this country, to fire those men out of the Army and Navy and to make their names public.

Mr. Truman said again:

They did not charge their superiors with dishonesty—they simply pointed out that, again and again, material which was clearly and dangerously bad had been accepted. They were able to show our investigator defective parts which had been accepted. They were able to point out engines which had been accepted with defects.

The committee did not make any public announcement of the conditions which its investigator had found, because it wanted to be absolutely sure that it was fair to Curtiss-Wright and to the Army. What the committee did do was to call in both Curtiss-Wright and the Army, and give them each a week or two within which to make their own investigation of the inspection procedures at the Lockland plant. Both later reported to the committee that they had found nothing. Some of the Curtiss-Wright personnel, who claimed to have made an investigation, have since been discharged or removed from their jobs, and the Army has instituted court-martial proceedings against some of the officers upon whom it relied for an investigation.

Mr. President, I should like to have the attention of the Senate to the next paragraph. I want Senators to remember that I offered to go to Buffalo, at the invitation of the Senator from New York [Mr. MEAD] and I shall have more to say about that in a moment.

A subcommittee of the Truman committee then went to Cincinnati to inspect the plant and to hold hearings. Before it finished, it had heard scores of witnesses. One witness would suggest several others. A group of inspectors would go out, voluntarily, and dig up a number of other inspectors who had the same story to tell. The subcommittee took 1,200 pages of testimony, and found a situation which was appalling.

That was what the President called it. He said the situation was appalling.

At the subcommittee's invitation, an Army officer accompanied it, and was at its hearings. At his request, the testimony taken by the subcommittee was made available to the Army, which also made a further investigation of its own. The Army and the committee are in substantial agreement that the situation at the Lockland plant was extremely bad, and required drastic corrective action.

General Arnold, commander of the Army Air Force, recently complimented me on the accomplishments of the committee at Lockland and informed me that the committee's action had been of great value and assistance to the Army Air Force.

Listen to this, Mr. President. This was Harry Truman talking:

Maj. Gen. Charles Branshaw, commanding general, Materie Command, at Wright Field, recently informed Senator Wallgren, the chairman of the Subcommittee on Aircraft, that in his opinion, the situation was three times worse than the committee had said it was.

So, according to Harry Truman, what happened was just three times as bad as what I have stated on the floor of the Senate:

The committee leaned over backwards in this case to be certain that it was fair to Curtiss-Wright. It even submitted its report to Curtiss-Wright, as well as to the Army, in advance, so that both would have an opportunity to present any evidence they desired, and to suggest any changes which they thought might merit the approval of the committee. I do not know how we could have been more fair.

Very significantly, Curtiss-Wright confined itself to a few generalities. It could not discuss the detailed facts themselves because they did not admit of argument.

The committee issued a report to the Senate to force Curtiss-Wright and the Army to take further additional corrective action, and to take it promptly.

In its report, the committee specifically called attention to the fact that Curtiss-Wright, through the Wright Aeronautical Corp., was producing and causing the Government to accept defective and substandard material, and that this was accomplished in the following ways:

1. By the falsification of tests.
2. By destruction of records.
3. By improperly recording results of tests.
4. By forging inspection reports.
5. By failing to segregate substandard and defective material.
6. By failing to promptly destroy or mutilate such defective and substandard material.
7. By orally changing tolerances allowed on parts.
8. By circumventing the salvage committee set up to pass on the usability of parts outside of tolerances.
9. By allowing production to override the inspection force, thereby destroying morale of both company and Army inspectors.
10. By skipping inspection operations.

The committee found no evidence that Curtiss-Wright was deliberately disregarding the specifications for the purpose of sabotage. We understood that the reason why some of its officials wanted lax inspection was that they were not able to produce engines in quantity that conformed to the specifications. For these reasons, the committee expected that the rate of production of engines would fall off when the plant was required to produce engines which conformed to Curtiss-Wright's own specifications. In other words, to get the quality which both the company and the War Department thought was necessary for engines going into military aircraft, it would be necessary to sacrifice quantity until Curtiss-Wright could improve the management and the procedures at the Lockland Plant. Of course, this was distasteful to the plant managers, whose negligence and incapacity were being demonstrated, and to Curtiss-Wright which would suffer a financial loss because less engines would be accepted and paid for by the Government.

Now I wish to return to the subject of the newspapers and the radio. I mention this only because I intend to read a letter and show that Curtiss-Wright took the newspaper men and gave them a very nice time at St. Louis. This is what Mr. Truman said:

Most newspapers and radio commentators thoroughly understood this situation, but a few of them allowed themselves to be con-

fused by Curtiss-Wright officials who wanted to make it appear that it was the Senate, and not themselves, who should be censured for their inability or unwillingness to produce air-plane parts and engines in accordance with their own specifications.

Certainly; blame the Senate. Mr. Truman continued:

These newspaper articles and radio talks insinuated and, in some cases, stated: First, that the loss of production at the Lockland plant was due to bungling by the Truman committee which had caused inspectors to reject parts that should have been passed; second, that the committee's report was unnecessary and issued only for sensational purposes because Curtiss-Wright had already corrected the situation.

Mr. President, if a Senator rises on the floor and tells the truth about a situation, he is a publicity seeker, he is looking for notoriety, and Mr. Truman says these newspapers of Curtiss-Wright claim he did it for sensational purposes. Mr. Truman further said:

Third, that in any event, all the defective parts had been found before the engines were finally accepted for use in airplanes; fourth, that the quality of the engines was demonstrated by the job they were supposed to have done in the Tokyo raid; and fifth, that airplane production was going to suffer for lack of these engines.

These five reasons were the ones the newspapers gave, according to Senator Truman. He tells what happened to one newspaperman. He said:

You may be interested to know that the same man who predicted for the Pittsburgh paper, the "steel slump" that never materialized, somehow got himself substituted for a well-known radio commentator. For several days he attacked the Truman committee over the radio for daring to call Curtiss-Wright to account.

If these reporters were not duped, I suggest that they were, themselves, the sensation mongers. It is very significant that no official of Curtiss-Wright has ever publicly, to you, or privately, to the Senate committee, made any such statements as these.

Let us look at what Mr. Guy Vaughan, president of Curtiss-Wright, had to say as to the charge that production was lowered because the inspection procedures were too rigid:

"QUESTION. The stoppages you refer to are your own stoppages which you have had to instigate to correct a situation that was not right?"

"Mr. VAUGHAN. That is right.

"QUESTION. Does the company, through you now, publicly take the position that the reason for your reduction in production is the fact that the Army inspection service is blocking production by its inspection procedure?"

"Mr. VAUGHAN. No; it could not.

"QUESTION. And any articles to that effect you would repudiate as not being in accordance with the facts?"

"Mr. VAUGHAN. Publicly, internationally, any other way."

Mr. Vaughan could not take any other position because Major LaVista, Resident Representative of the Army for the Lockland plant had just testified that he had contacted three of the principal officials of the Lockland plant and that they had been unable to point out any cases where their production had been held up by being forced to comply with inspection procedures.

The suggestion that Curtiss-Wright had taken full corrective action before the committee's report was equally unfounded.

"QUESTION. You do not disagree with General Echols in his conclusion that the management of the company at present is not satisfactory.

"Mr. VAUGHAN. I will agree to the fact that we have had a number of things that are not called good management, but I won't agree that the people who have been building up this thing have done a bad job. I think it can be made better as time goes on. It has got to be made better."

Major General Echols, in charge of matériel for the Army Air Force, officially testified on behalf of the War Department, that:

"In my opinion, the management which has been there for the past several months has not shown itself qualified to accomplish the job as laid out by that plant."

General Echols further testified that:

"The Government has had discussions with the top management of the Wright Aeronautical Co. with regard to getting men to strengthen the management in this plant."

"QUESTION. You mean by that, I take it, General, that in addition to the question of the top man in the plant, you are dissatisfied with what you might term the management group in the highest brackets in the plant and have desired that they be strengthened by the addition of other qualified men.

"General ECHOLS. This is my opinion. They should be.

"QUESTION. Why has not the Wright Aeronautical Corp., on its own volition, provided that kind of management?

"General ECHOLS. I don't know.

"QUESTION. What reasons have they given you for their failure to do it?

"General ECHOLS. The reasons they have given me were that they believed that the present management could work the problem out."

Thus, 6 weeks after the committee had issued its aircraft report Curtiss-Wright had still failed to provide good management at the Lockland plant, and the situation was still so bad as to require both the Army and the Truman committee to give the company the ultimatum "produce or get out."

As to the suggestion that the engines produced were not defective, Major LaVista testified:

"Three engines which were on the shipping dock, finally inspected and sealed, ready to ship to the destination, were brought back, disassembled and reinspected 100 percent. Everyone of the three engines were found to be in such a condition that they could not have been installed in an airplane. In fact, the conditions found were bad enough that the company immediately ordered 89 engines, which were ready to ship, returned to the assembly department to be completely disassembled and reinspected 100 percent."

Major LaVista also testified that over 400 engines were turned down on final run due to high oil flow because no effort had been made to maintain a close tolerance on the connecting rod bearings. When 33 engines out of these 400 were reassembled with a proper fitting all 33 went through the penalty run without trouble. Major LaVista also testified that parts which had been rejected and which had not been found suitable for salvage were discovered in the so-called green assembly line ready to be assembled into engines.

Major LaVista concluded, and I quote:

"It can be readily seen from the above facts that production could be completely bottled up until such time as these engines and parts are out of the way."

Since the Cincinnati hearing the Army has torn down and reexamined 64 of the 89 engines referred to by Major LaVista. It has also called in 100 engines as a sample selection of the engines produced from January to April—prior to the committee's report. So far 10 of these have been torn down and reexamined.

They had made investigations of the airplanes on hand, and the President said:

The results were obtained from the Army by the committee in confidence, and I would like to set them forth here for your information as a direct, final, and conclusive answer to the contention that the engines produced were not defective and were fit for use in airplanes.

However, Under Secretary of War Patterson has specifically requested that this information not be made public. Without his consent I will not make it public.

Since this speech was announced further conferences have been had with officials of the Army, including Under Secretary of War Patterson. The Under Secretary stated to the committee on Saturday, "Investigations made by the Army confirm the findings made by the Truman committee as to the construction and inspection of engines." I am happy to say that the Army officials have reiterated their views that the Truman committee has performed the most worthwhile service in connection with the Curtiss-Wright plant at Lockland.

Under Secretary of War Patterson and other officials of the War Department agree with us that the results of the investigation made by the Truman committee, the matters about which we complained and which we pointed out, were matters of serious import and concern. We also agree that happily, through vigorous efforts of the Army and the Truman committee, these conditions recently have been largely corrected. Since the committee's report the Curtiss-Wright Co. has installed much better management and procedures of every kind. Rigid inspection is now required, not only by the War Department, but also by the company itself. Fathers and mothers of American boys who are pilots, and the boys themselves, can be assured that the Truman committee, the Army, and all branches of the armed forces will continue the most careful scrutiny of every plant in order that the lives and safety of our boys may be protected as far as it is humanly possible.

As to the contention that the Lockland plant must be good because its engines powered the Tokyo raiders, the fact is that Mr. Vaughan, president of Curtiss-Wright, has written the committee apologizing for that assertion.

Mr. Truman said, as to the contention that the Lockland plant must be good because its engines powered the Tokyo raiders, the fact is that Mr. Vaughan, president of Curtiss-Wright, had written to the Truman committee apologizing for that assertion.

But, Mr. President, when a newspaper with two or three million circulation says that the Curtiss-Wright engine flew over Tokyo, millions of people read the statement, and what good does it do a week or two later to have the president of the company write Mr. Truman a letter apologizing and saying it is not true at all? How many people ever get to know it?

Mr. Truman further said that when the president "checked up, and it is to his credit that he checked up, he found that none of the planes raiding Tokyo had an engine manufactured at Lockland." But these lying newspapers said that these Curtiss-Wright engines were the ones that were flown over Tokyo. It pays to have a friendly press, it pays to have the United States Government do what I am going in just a few months to show it did, get a friendly press for the Curtiss-Wright.

The suggestion that the requirements that these engines be made properly in conform-

ance to Curtiss-Wright's own specifications is holding up airplane production is likewise unfounded. The War Production Board informs the committee that these engines are used in eight types of planes, and that deliveries of completed aircraft have been affected in only one instance, a Navy flying boat.

Let me repeat, I am very glad to be able to tell you that since our report Curtiss-Wright has taken drastic action and recently has made real progress. It has obtained some experienced personnel from other industries. Curtiss-Wright has hired a new senior vice president, who is giving all of his attention to correcting the situation. It has obtained a new manager for the Lockland plant and has relegated the former manager to other work. It has fired some of the principal assistants. It has sought and obtained outside advice as to how to better its inspection and production procedures. The improvements have borne fruit. Production is better, and is expected to become much better.

These steps are all to the good, and the committee will support fully every effort of Curtiss-Wright to produce good planes and engines. It will unhesitatingly call attention to any failures where it believes that Curtiss-Wright or any other company is failing to produce good material and is slow or unwilling to take action to correct its failure.

A constructive and timely investigation of failure to conform to Government specifications may be painful to the businessmen involved, but it may also be very useful even to them.

Mr. President, when the mayor of St. Louis was killed, there was his picture and a picture of the glider in every paper in the country. But when a soldier boy, a pilot, is killed it is simply too bad. He was not the mayor of the town. He was just the son of a poor North Dakota family or a South Dakota family or of a poor family in some other State. He was the son of poor people. After all, what can one expect when he goes up in the air? Many of the planes are going to come down in a crash. There is no use in saying that the poor pilot is much of a hero, but oh, when a mayor of a city is killed that is another story. So I will read this to the Senate:

Some weeks ago, there was a most unfortunate accident to a glider, which resulted in the loss of a number of lives, including that of the mayor of St. Louis and the president of the company manufacturing the glider. I checked on the cause of this glider crash and was informed that it was due to a strut fitting, which had been improperly machined down, to a point far below Government specifications. As a result, it broke under the stress and caused the glider—

This wire which had been inserted in the plane and which was far below the Government specifications—

Broke under stress and caused the glider to crash. Had we checked earlier and criticized the company for installing these defective parts, the president of the glider company might, like United States Steel and Curtiss-Wright officials, have resented it. But, he would have been alive today.

The committee will disregard newspaper articles and radio programs which confuse the issues and seek to absolve corporations for their failures. The next time you read such an article or hear such a program, I would appreciate it if you would write me. I will send you a copy of the report on the public hearings in question. After you have read them, if you disagree with the committee, I would appreciate your writing and telling me so. If you disagree with the newspaper or

radio commentator, I would appreciate your writing him and telling him so.

That is the end of the Truman broadcast.

Mr. BREWSTER. Mr. President, will the Senator yield?

Mr. LANGER. I yield.

Mr. BREWSTER. Do I understand the intimation to be that the Senator feels there has been discrimination in the committee investigations according to the importance of the people injured?

Mr. LANGER. No, sir. I stated that when an accident occurs to a prominent man like the mayor of St. Louis, who was killed, the news is flashed all over the world and appears in newspaper reports everywhere. But if a boy of poor parents is killed, a poor pilot—and 17,500 of them have been killed—the news of the death of such a pilot receives only a few lines in the newspapers. I have clippings showing that some receive only three lines.

Mr. BREWSTER. The Senator does not mean that so far as the senatorial committee is concerned the importance of the people injured made any difference?

Mr. LANGER. No.

Mr. BREWSTER. I am glad to have that made clear. I understand the Senator has been quoting with approval some of the statements which President Truman, when chairman of the committee, made regarding this situation.

Mr. LANGER. Yes.

Mr. BREWSTER. As a member of the committee, I want to assure the Senator that we have very much appreciated the matters which he has brought to our attention, that they are receiving constant study, and we hope within a very short time to conduct open hearings on the matter. From our preliminary investigation I think they will indicate that there is a good deal of foundation for some of the complaints which have been made. I think the committee will try to live up to the very high traditions which it has previously established of zeal and of thoroughness and of devotion to the public interest.

Mr. LANGER. I am certain of that.

Mr. BREWSTER. We want to cooperate to the limit.

Mr. LANGER. I deeply appreciate the statement made by the Senator from Maine. I also want to say that we have had the constant support of the junior Senator from Michigan.

Mr. FERGUSON. Mr. President, will the Senator yield?

Mr. LANGER. I yield.

Mr. FERGUSON. Has the Senator received any complaints recently? The subcommittee of which I am a member expects to be in Buffalo about Monday of next week, and if the Senator has received any recent complaints I know the subcommittee would appreciate them.

Mr. LANGER. I have some, yes, and I shall read them in a few minutes. Only this morning I received a telegram. I had received a number of letters previously.

Mr. President, last Saturday I placed in the RECORD a letter which I had received from one who signed himself as an American newspaperman. The letter

was anonymous. Anyone experienced in the prosecution of criminals, as I am experienced by virtue of having been county attorney in my county and later 4 years attorney general of my State, knows how valuable, how very valuable—no, I will make it stronger, Mr. President; an anonymous letter is a tip that is sometimes very, very, very valuable. As I stated, Mr. President, anyone who has been a prosecutor knows how valuable an anonymous tip may be, and as attorney general of my State I have found an anonymous tip over the telephone time and time and time again to prove valuable to me. The Senate, therefore, I am sure, will be interested in knowing the reaction of the Curtiss-Wright Co. to the publication of that anonymous letter. I will quote a part of the anonymous letter. It is a letter from an American newspaperman addressed to me. While I am reading the letter I want Senators to bear in mind what former Senator Truman said about newspapermen who reported on his investigation. This newspaperman wrote to me:

At the aviation writers association's convention on June 7 to 9—

That is only a month ago—

In Chicago, Curtiss-Wright must have had 10 press agents circulating; and its cocktail party for the press must have cost the taxpayers at least \$1,000. Ask your Chicago Tribune press reps.

Right after President Truman (then Senator) took Curtiss-Wright to the cleaners for producing defective planes and engines, President Vaughan of C-W fired his long-time public relations director, Larry Lawrence, and employed Jess W. Sweetser, the ex-golf champion and Wall Street bond salesman "because Jess knows and plays golf with everybody who is anybody in Washington."

Sweetser was and is reported to be getting between \$25,000 and \$30,000 a year—all because he knows a lot of your colleagues and because he knows his way around Washington's offices and golf courses.

At the same time Curtiss-Wright employed Sweetser they also employed T. J. "Tom" Ross of the famous public relations specialists of T. J. Ross and Ivy Lee (who represents the Pennsylvania Railroad, Chrysler, etc.) in a consulting capacity. From all the signs, these are the boys who are masterminding against you.

Under Sweetser's direction, Curtiss-Wright cocktail parties and flying junkets have been something to talk about. For example, he lined up at least 40 Washington and New York newspapermen and magazine writers last October and flew them from New York out to St. Louis and back in an Army C-46 transport plane—

What do Senators think of that? Many of our people have only A cards, Mr. President, with barely enough gasoline to use their automobiles for only the most necessary purposes; yet here we find this bunch of millionaires taking an Army plane and using it to carry 40 writers for newspapers and magazines to St. Louis and back—

for the fanciest 2-day brawl I've ever seen, all to mark the announcement of Curtiss' new peacetime commercial Commando plane.

In St. Louis we stayed at the Jefferson Hotel where Curtiss gave us a full dress party—12 course dinner—

In these days of OPA and meat rationing, Curtiss-Wright, this group of millionaire crooks, gave the 40 newspaper-

men so eloquently described by Senator Truman a 12-course dinner—

a rare demonstration of strip tease art by one Dawn Carroll imported from Chicago—

If the reports are true, I understand that in Chicago they have the finest strip tease artists in the world. There was no one in St. Louis good enough to strip tease, so Curtiss-Wright, at the expense of the taxpayers of America, obtained this girl from Chicago to go to St. Louis to entertain the 40 men. Curtiss-Wright—

made feminine companions available—

I shall not read the rest of it, because it is too unbelievably filthy and dirty.

Mr. President, I read this letter on the floor of the Senate last Saturday. What is the reply of Curtiss-Wright? It is on the front page of the Buffalo Courier-Express for Sunday, July 1. Curtiss-Wright says it paid the bills:

Replying to Senator LANGER's "cocktail party," complaint, Curtiss-Wright officials yesterday issued this statement:

"All expenses in connection with the press party at St. Louis for the unveiling of the C-W-20E, our postwar bid for commercial aviation, were borne by the Curtiss-Wright Corp., and not charged to the Army Air Forces.

"This included gasoline for the airplane trip for aviation writers, and all other expenses."

Mr. President, when the Curtiss-Wright officials were interviewed by the Buffalo newspapers, what did they say? Just what I have quoted. Did they deny the important facts alleged by this American newspaperman? Did Curtiss-Wright deny that it had "employed Jesse W. Sweetser, the ex-golf champion and Wall Street bond salesman 'because Jess knows and plays golf with everybody who is anybody in Washington,'" and who is intimately acquainted with so many of my senatorial colleagues? Did Curtiss-Wright deny that it was paying him between \$25,000 and \$30,000 a year? Does Curtiss-Wright deny it? Let any Senator rise on the floor and deny it for Curtiss-Wright.

Did Curtiss-Wright deny that it had employed Sweetser "because he knows his way around Washington offices and golf courses"? Did Curtiss-Wright deny that it had the use of an Army C-40 transport plane in flying "at least 40 Washington and New York newspapermen and magazine writers last October from New York out to St. Louis and back to mark the announcement of Curtiss' new peacetime commercial commando plane"? Let some Senator answer on this floor.

Did Curtiss-Wright deny that it made reservations in wartime for 40 men at the Jefferson Hotel in St. Louis, Mo.? Did Curtiss-Wright deny that it gave those 40 men a full-dress party and a 12-course dinner? Did Curtiss-Wright deny that it had "a rare demonstration of strip-tease art by one Dawn Carroll, imported from Chicago"? Did Curtiss-Wright deny that it had "made feminine companions available," as alleged by the American newspaperman?

Mr. President, by its failure to deny those things, Curtiss-Wright admits them. It says it paid the expenses itself. Mr. President, the American people are

not quite so naive as not to know that all this expense can be deducted by Curtiss-Wright from its income tax. Of course, if it paid for the gasoline and the transport plane, if it paid for the 40 rooms at the Jefferson Hotel in St. Louis, if it paid for the 12-course dinner—and I suppose that was accompanied by champagne; I do not know whether it was or not—if it paid the strip-tease artist from Chicago for her exhibition, and paid for making feminine companions available, as alleged by the American newspaperman, that is all charged up to entertainment expense, and under the internal-revenue laws of this country can be deducted by Curtiss-Wright from its profits when it makes its income-tax return.

Mr. President, when the CONGRESSIONAL RECORD of the proceedings of last Saturday was printed, some Washington citizens who read the daily newspapers here, but found nothing in them about my speech, became so infuriated that they notified me that they had raised a fund of money much more than sufficient to send me to Buffalo to make any investigation I might choose to make.

I told the man who communicated with me that I appreciated the willingness of the group to help the Government in this great emergency; that I knew that the Government has had its national debt increased from \$35,000,000,000 to \$250,000,000,000, and was well on the way to increasing it to \$350,000,000,000; that we have more than 3,000,000 men and women on the Federal pay roll; that Members of the House have just increased their salaries \$2,500 a year; and that, of course, the distinguished senior Senator from Illinois [Mr. Lucas] chairman of the Committee to Audit and Control the Contingent Expenses of the Senate, was justified in not spending the \$17.65 which it would cost for a round-trip ticket for me to go to Buffalo and back, and paying for my meals and lodging while there. My meals and lodging would have cost the great sum of \$5.40 a day, and the expense would likely be very much more than would be justified by the results which I might achieve.

Mr. President, my informant was a man who, as I stated on the floor of the Senate, offered to testify under oath, a man who had been an inspector for Curtiss-Wright. As I stated on the floor, he had factual documents to prove why these planes explode in midair, why their engines stop in flight, why their air controls and landing gears fail, and why fuselages break in two.

It might have taken me 2 days to get corroborating witnesses. That would have cost the great sum of \$39.25. Certainly a country which has a debt of \$300,000,000,000 could not afford to spend \$39.25. Human life, Mr. President, is now pretty cheap. The average income of a workman in India is only \$18 a year; and I can appreciate the view that the saving of the lives of a few hundred American pilots is not worth \$39.25. So I suppose that so long as savings must be made, and we must pay the \$300,000,000,000 debt, we had better commence to save as soon as we possibly can. I can appreciate the fact, too, that if I had gone to Buffalo I would have gone there only as a private citizen, with no standing before

the Mead committee and with no right to interrogate witnesses unless each question was first propounded to the Senator from New York [Mr. Mead] as chairman of the committee, or whoever might be at the head of a subcommittee.

Mr. President, when I first came to the Senate, in the days when I thought a Senator really had some power, when I was young and inexperienced, I foolishly made a speech, I well remember, against the Alaska Highway and against the \$140,000,000 oil project, and so I was taken before a subcommittee of this great august body. I went before that subcommittee. Lo and behold, Mr. President, I found that although I was a Member of the United States Senate, I could not ask a single witness a question. All I could do was to propound a question to the chairman of the subcommittee. He would decide whether it was germane; and then he, in turn, would very, very, oh so solemnly repeat the question to the witness. I say my memory goes back to that occasion. I spent 2 days there. When we got through, even the members of the subcommittee did not know who had ordered the Alaska Highway built, why it was built, or why no survey had been made before it was built. All they knew was that it had been ordered to be built without any survey being made by anyone, except by airplane. The subcommittee did not know why the Canadian Pacific had bought all the airfields en route or why the United States Government had guaranteed maintenance of that enormous stretch of road for a period of 5 years. The United States Government was building a road nearly 1,600 miles long, and the subcommittee would not permit me to find out who ordered the road built, how much it was going to cost, or what was going to become of the road when we got through.

Even at that time, however, I did some good, because before that subcommittee I raised enough hell so that they reduced from 5 years to 2 years the period during which the Government was going to maintain that road for Canada; and when I made another speech on the floor of the Senate about having the taxpayers of America maintain a road for Canada for 2 years, they finally reduced the period to 6 months after the war. So I did do a little good there.

Mr. President, as I said in the beginning, I have nothing personally against any of the men in Wall Street who own the Curtiss-Wright plant, and whose names I put in the CONGRESSIONAL RECORD a few weeks ago. If the Senate and the Mead committee are willing to let them make millions by manufacturing bombers that explode in midair or airplane engines that stop in flight or controls and landing gears that fail or fuselages that break in two, that is the business of the Senate and of the Mead committee; it is not mine. I have no greater responsibility than any other Member of the Senate has. After all, Mr. President, that is a matter for their consciences, not for mine. However, I want the fathers and mothers who have reared these pilots—17,500 of whom are already dead—to know that there is one man upon the floor of the Senate who is

with them in believing that human lives are more important than creating a few more millionaires in this country.

Mr. McMAHON. Mr. President, will the Senator yield to me?

•The PRESIDING OFFICER (Mr. Moore in the chair). Does the Senator from North Dakota yield to the Senator from Connecticut?

Mr. LANGER. I yield.

Mr. McMAHON. Does the Senator believe that those 17,500 lives have been lost as a result of faulty engines? Is that the Senator's complaint?

Mr. LANGER. Of course—

Mr. McMAHON. Well, Mr. President, does the Senator know—

Mr. LANGER. Mr. President, I ask the Senator to wait a moment and let me answer. Seventeen thousand and five hundred pilots and fliers are dead. Some of them might have died in any event; the planes might have collided in the air. No one knows.

Mr. McMAHON. The Senator has no figures; has he?

Mr. LANGER. Of course, Mr. President, no one can get the figures, but we have the proof. This inspector offers to testify before the Mead committee. Let me read the statement to the Senator again. These are his own words:

He had factual documents to prove why ships explode in midair, why their engines stop in flight; why their air controls and landing gears fail and why fuselages break in two.

If the Senator heard my second speech on this subject he will remember that at San Diego, Calif., one plane went down and it happened that a wing of the plane was saved. In that wing there were places for 116 bolts. At the coroner's inquest it was found that 96 of the bolts never had been put in their places in that wing. Four people were killed in that crash at San Diego. It was just by chance that that particular wing was recovered.

There is no way in the world that anyone can tell how many of these 17,500 men were killed because of faulty construction. But the cold fact is, Mr. President, that three times as many pilots have been killed in training as have been killed in actual combat. That is the record according to the testimony which General Arnold himself gave on October 2, 1944.

All we are asking is what President Truman asked for. All we want is honest inspection. Honest inspection is what we are trying to get.

Now, let me read several letters which I have received in this connection. It happens that I am peculiarly fortunate. A friend of mine—as a matter of fact, several friends of mine, but one very good friend of mine—was working for Curtiss-Wright. If they find out who he is, he will be fired. He wrote me on the 18th day of June. I cannot give his name, but I wish to read a part of his letter:

Due to the fact that I believe you will have a battle, trying to prove anything in the aircraft investigation, and most certainly not by calling before the investigating committee the bigwigs or the Curtiss-Wright executives or supervisors, I should like to vouchsafe some information, which

can be proven, and also bring to your attention the names, together with their addresses, of men who could throw light on the subject and who are, I believe, in a mood to do just that. It is a fact that the Army Air Forces supervision is working in cahoots with Curtiss-Wright to this end.

I happen to know that cards are issued to the Army inspectors, for checking in their various departments; these cards, however, are not filled out until it can be inscribed "Complied with," so if these cards are shown a committee, they will look swell, but the other cards which have not been complied with, you will not see.

If the Mead committee looks at these cards they will look swell.

Also every month a detail report is made out by each Army inspector, but unless marked "No comment," they go back abellin, no gripes dare be forwarded to the front office. Naturally, it will look pretty to the committee doing the investigation, they couldn't know the set-up.

Listen to this, Mr. President, because I want to show you what happened. In his next letter, which I shall read, the writer of the letter from which I now read said that someone had been getting hold of his mail.

I continue reading:

They are today shipping merchandise in from St. Louis without any Army check whatsoever. They have, of course, a valid excuse for each lax procedure, but in the end it seems an Army inspector named Barloe from plant No. 2 spot checks (as it were), signs the goods as O. K., and they go into stock—as is. Most of the merchandise looks very crappy, rusty, and, well, what one might expect in a surplus and salvage junk yard.

A few moments ago my distinguished friend from Connecticut [Mr. McMAHON] asked me about proof. As I have said, there is no way by which it may be proved how boys were killed as the result of something being faulty in the construction of airplanes. The men are dead and they cannot testify. So we must listen to men like the inspector at the Curtiss-Wright plant at Buffalo.

I continue reading, and ask Senators to listen to this:

Sometime ago wrenches were coming in here for from \$12 to \$35, which could be made for not over \$1 for the most expensive.

Mr. President, if the wrench was worth \$1 and the manufacturers received \$35 for it, a profit of 3,500 percent was being made by the Curtiss-Wright Co.

I continue reading:

The Army man here squawked and beefed, and they then were sent in via plant No. 2, where I guess the Army man wasn't buying any bonds, or had any boys in the armed forces.

They went in there.

That is plant No. 2.

It reminds me of a football game, where a few carry the ball and the lesser run interference, that goes for the Army as well as CW. I have known Army floormen, squawk or crab items, the following day the same crabs went through, endorsed by the higher-ups. Now every man in the Army Air Forces inspection group, who are worth a hoot and who have been sincere, that they were to strictly abide with the rules laid down by the Army big shots, are being let out, through various political fuges and subterfuges, which I cannot enumerate in detail.

Among some of them in this plant (1) about whom I have known to be strictly on

the level, from both hearsay and actual experience, yet have been let out prior to the release of stampers, yes-men, and just plain rumpots, are the following—

The writer of the letter listed the names of several persons who are willing to testify. I shall not read their names into the RECORD. He stated that the employees at Curtiss-Wright are so mad that—reading from his letter—

They are even having a meeting at the Buffalo Turn Verein, to see what can be done about the matter. Here you can secure real information and I know some are just burned up sufficiently at the injustice that they can and will crack it wide open for you. Here is hoping you can contact them.

Mr. President, the letter from which I have read was dated June 18, 1945.

Ten days later—

Mr. McMAHON. Mr. President, will the Senator yield?

Mr. LANGER. I yield.

Mr. McMAHON. Has the Senator at any time turned this material over to the Secretary of War and asked him for an explanation?

Mr. LANGER. No; but I offered it to the Mead committee.

Mr. McMAHON. Has the Senator thought of writing a letter to the Secretary of War about the matter?

Mr. LANGER. No. I turned it over to the committee which had been appointed by the Senate to make an investigation.

Mr. McMAHON. I might suggest to the Senator that if he would ask the Secretary of War for an explanation of some of the conditions about which the Senator is complaining, he might receive a helpful reply.

Mr. LANGER. I may say for the benefit of the distinguished senior Senator from Connecticut that I had not intended to take that much time, but I will now do so, in view of the Senator's question. However, Harry Truman did just what the Senator from Connecticut suggests. He went to the War Department and turned over to them the report of the Truman committee, and, for the benefit of my distinguished friend from Connecticut, and because we have lots of time this afternoon I want to read some of the findings of Harry Truman's committee after he turned them over to the War Department.

I have in my hand a copy of the Additional Report of the Special Committee Investigating the National Defense Program, ordered to be printed on July 19, 1943. Today is July 3; 1 week from today it will be 2 years, Mr. President, and nothing has been done by the War Department.

I shall read the last paragraph of Harry Truman's report submitted 2 years ago, and in the meantime our boys have been dying. Two years ago Harry Truman said at the end of his report:

In addition to the foregoing the committee has been engaged in a study of military plane crashes and at a subsequent date will report on this subject. The committee is concerned about the large number of such casualties, particularly in noncombat operational flights in this country.

That was 2 years ago a week from today, and we have not heard one word since. I wrote a letter to Harry Truman

on October 14, 1943, and I have his reply dated October 19, 1943. July went by, August went by, September went by, and some of the pilots whose homes were in North Dakota were killed. So I wrote to Mr. Truman, and on October 19, 1943, I received this letter from him:

DEAR SENATOR LANGER: Thank you for your letter of October 14 inquiring concerning the report of my committee on military airplane accidents. The committee has been studying this matter for some time, but due to the difficulty which it has encountered in assembling the necessary information, this inquiry has not been completed. Consequently there will be no report in the immediate future. As soon as the committee's material is fully assembled it will, of course, make a report. I will be glad to advise you as to the approximate time as soon as it is possible to do so.

Sincerely yours,

HARRY S. TRUMAN,
United States Senator.

What does the Truman report say? Mr. President, I want the distinguished junior Senator from Connecticut to know that Harry Truman worked with Bob Patterson all the time. He says so in the report. I shall not read the entire report. We are interested today in Curtiss-Wright, of Buffalo, and not only Buffalo, Mr. President, but also of Columbus and Kenmore. Some official might want to whitewash a lot of these charges and say, "Well, there is something wrong at Columbus, but that is a different plant from the Buffalo plant." But, Mr. President, in the Buffalo Courier Express for July 1, 1945, it is stated that John J. Lee is the manager for the Columbus, Buffalo, and Kenmore plants. So what they do in one plant is what they do in the other two; they all have the same manager.

Now what did Harry Truman say about this outfit? I ask unanimous consent to put in the RECORD the first 20 lines of this report.

The PRESIDING OFFICER. Without objection, it is so ordered.

The matter referred to is as follows:

AIRCRAFT

The airplane has proved to be the most important single weapon in the present war. The possession of large numbers of planes was of incalculable assistance to Germany in conquering France and Poland. Air superiority enabled Germany to conquer Crete despite the naval superiority of the British, and the lack of such air superiority cost Germany north Africa and ultimately will cost it the war.

We have succeeded in building an air industry in the United States which our foes cannot hope to equal. England has a splendid aircraft industry, and Russia, about which little is known, is producing large numbers of planes. The German aircraft industry has suffered heavily from the bombing of Germany and is limited as to certain vital supplies both for the construction and the operation of planes. The Japanese aircraft industry never had a capacity comparable to ours. To reach a production remotely comparable with our own it would be necessary for Japan to expand her industrial resources from the ores to the finished products. She would have to create facilities for mining ores, for smelting and refining, for rolling, casting, forging, and extruding, for milling and machining, and, finally, for the assembly of planes. This is impossible for Japan, because she cannot produce the machine tools with which to undertake so vast a program. Consequently, we can be certain

that we will be able to oppose Japan with incomparably superior air power. Our difficulties will be those of obtaining bases from which to operate against the Japanese and in overcoming the tremendous advantage which they have gained by acquiring numerous such bases in the islands of the Pacific.

Mr. LANGER. Before I get through I want to put into the RECORD the entire report, because I believe a report such as this should be in the RECORD in its entirety. I do not believe in picking out a paragraph here and a paragraph there or a line here or a line there; I believe in putting it all in. So I ask unanimous consent that at the conclusion of my remarks the complete report be printed in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit A.)

Mr. LANGER. For the present I shall read certain extracts from certain pages. I first read from page 13, about the middle of the page:

The Army did order the substitution of the Republic P-47 for the P-40 in the Curtiss-Wright plant at Buffalo, N. Y., but after work in that direction had been commenced, ordered the continued production of Curtiss P-40's.

The later decision may have been necessary, but the committee regrets the earlier decision which concentrated so large a portion of our production on a plane which, although usable, is regarded by the Russian, English, and American forces as at best a second choice.

So our boys were flying an inferior plane, a second-class plane, when they were over there in Europe while the American people were paying for the best planes that money could buy.

We are interested in knowing how much money this outfit got. How much, Mr. President, do you suppose the Government has paid Curtiss-Wright? There has not been a single minute since this war started that the Curtiss-Wright people have not had a contract with our Government. Harry Truman says:

The Curtiss-Wright Corp. has enjoyed—

What?—

spectacular and unprecedented success in obtaining war contracts.

There has been nothing like it in the history of America. Harry Truman calls it spectacular and unprecedented.

With the single exception of General Motors Corp., Curtiss-Wright Corp. received more war contracts than any other corporation.

What do you think of that, Mr. President? They were a smooth, oily bunch of crooks. That is what I think about them. They obtained more war contracts than any other corporation in America with the exception of General Motors.

In the period from June 1, 1940—

Harry Truman says—
through March 1, 1943, it received war supply contracts in the amount of \$4,717,500,000.

Is that not something Mr. President, when we have a committee that is going to help all the little fellows all over America, and the Curtiss-Wright Co. gets contracts for \$4,717,500,000 from June 1, 1940, through March 1, 1943?

But that is nothing. Harry Truman says:

These contracts have since been increased. In addition, there have been programs for production by Curtiss-Wright Corp. of many thousands of additional planes and engines which if reduced to contracts, would raise its total to several billions of dollars.

They were not satisfied with \$4,717,500,000, but Harry Truman says they have got billions more of dollars in contracts.

What kind of a job did they render? Senators will be interested in what President Truman says:

In the case of fighter planes, where Curtiss-Wright had a usable plane approaching obsolescence—

Imagine that, Mr. President, planes so old that no other country wanted them. Russia and England said they were second choice. But we bought them.

The bulk of the contracts were given to Curtiss-Wright, but in the case of dive bombers, were the Douglas SBD dive bombers, which has provided the dive bombers for Navy battles to date, an experimental plane—

Listen to this, Mr. President. Douglas had a plane that was proven, a dive bomber, but they did not give them the contract. The Curtiss-Wright Co. had an experimental one. So they gave the contract to Curtiss-Wright "to be produced in greatest numbers."

This Curtiss-Wright experimental plane was designated SB2C and has been popularly referred to as the Helldiver.

All the newspapermen they have—some of the 40, I suppose, whom they took to the Jefferson Hotel—figured out that the word "Helldiver" would be a good name for a plane. Now let us see what happened to the Helldivers.

Many thousands of this plane were to be produced by the Navy in a new plant built for Curtiss-Wright at Columbus, Ohio, at an expense to the Government in excess of \$27,000,000.

The Government built this outfit a plant at Columbus which cost \$27,000,000.

A large number of such planes were also produced in Canada by Fairchild Engine & Airplane Corp. and Canadian Car & Foundry. Many more thousands of an Army version of the same plane, designated as A-25, were to be produced by Curtiss-Wright at St. Louis, a plant originally built for other purposes.

What happened to the Helldivers? Harry Truman says:

This was a most unfortunate decision, as a result of which many tens of millions of dollars have been wasted.

That is what Harry Truman says about these Helldivers.

The present opinion of the Army Air Forces is that dive bombers cannot be used against land forces except where there is a clear air superiority, and even then would be effective only in those cases where they are not opposed by effective antiaircraft fire. . . . There are at present in the St. Louis plants—

Of Curtiss-Wright—

approximately 16,145 workmen receiving a weekly pay roll at the expense of the Government of \$778,011. Of these, approximately 117 are paid more than \$5,000 per year.

I am reading from page 14:

Production of such dive bombers was to have been commenced by Curtiss-Wright at

Columbus in December 1941. Production did not actually commence until September 1942. It has been hopelessly behind schedule, and to date—

Listen to this, Mr. President. This was July 10, 1943. The money had been given them in 1941, and in 1943 Harry Truman says—

to date Curtiss-Wright has not succeeded in producing a single SB2C which the Navy considers to be usable as a combat airplane.

Mr. President, what can we think of that? Suppose the present distinguished occupant of the chair [Mr. Moore in the chair] wanted an oil well dug in the great Oklahoma oil field. Suppose the corporation said, "We will have that well dug in December 1941," and they took the Senator's money, and 1941 went by, 1942 went by, and in July 1943 not a single drop of oil had been produced or the well dug.

That is the kind of support our brave boys got, when they were fighting the enemies abroad, from Curtiss-Wright, which did not manufacture any dive bombers in 1941, 1942, or up to July 1943, according to the statement of the present President of the United States. We were buying war bonds by the billions of dollars so that this bunch of crooked millionaires of Curtiss-Wright could make more money and more money and more money by taking on 40 newspapermen, giving them several days entertainment in the Jefferson Hotel, taking them over and dining them and wining them with 12-course dinners, entertained by girls and strip-tease artists from Chicago. To do what? To do what Harry Truman said in the opening of my talk, to get favorable publicity for Curtiss-Wright at the expense of the taxpayers of the United States of America.

Mr. President, I wrote the Attorney General when I wanted to know whether any of these people had been prosecuted, and although I am a Senator of the United States, I did not receive an answer.

Mr. President from the time I was a little fellow I have heard that here in America it is impossible to convict a million dollars. We are going to find out whether that is true. We are going to find out, Mr. President, because Harry S. Truman is now President of this country. He has now named a new Attorney General. He now has within his hands all the necessary machinery to proceed. He can name any prosecutors he wants to as special attorneys.

On page 25 of the report, Harry S. Truman said—what?

In addition, the committee—

The Truman committee—

believes that Curtiss-Wright was guilty of gross negligence in not ascertaining and correcting the inspection difficulties at the Lockland engine plant despite the fact that it knew that the safety of pilots and crews of aircraft were dependent thereon.

So, Mr. President, here we have former Senator Truman's own statement. Here we have an outfit which is guilty, he says, of gross negligence; not of ordinary negligence, Mr. President, but of gross negligence. Mr. Truman has been in office as President for 2 months, and it will be

interesting to know what he is going to do.

Mr. President, at the time when Mr. Truman, as a Senator, was criticizing Curtiss-Wright, Theodore P. Wright was vice president of the Curtiss-Wright Corp. He was one of the men in charge. When Government contracts were being let, Theodore P. Wright took over the job of directing the Aircraft Resources Control Office of the War Department.

Mr. President, the vice president of Curtiss-Wright was appointed by President Roosevelt to take over the job of directing the Aircraft Resources Control Office of the War Department. The vice president of Curtiss-Wright also headed the Aircraft Production Board. This meant that Mr. Wright was the dictator of aircraft output in the United States. In this job he had complete control of all raw materials and priorities for the production of aircraft. The Truman committee in its report on July 10, 1943, said that the Curtiss-Wright people obtained more war contracts in the United States than any other corporation with the single exception of General Motors.

Now that the letting of war contracts has reached its peak, this same Mr. Wright—where do Senators suppose he is now? Did Mr. Truman fire him? Well, the President has been so busy cleaning up that one cannot expect him to clean up everything in a few weeks, but the fact of the matter is that Mr. Wright is today the Administrator of the Civil Aeronautics Administration. If the distinguished senior Senator from Connecticut [Mr. McMAHON] has any friend who knows something about aeronautics, I suggest that he go to see President Truman and recommend that his friend take the place of this man, Theodore P. Wright, and I am sure the distinguished senior Senator from Connecticut would make no mistake in recommending such a change.

Mr. President, does it take a Sherlock Holmes to find out why Theodore P. Wright was put in that job? Certainly not. The persons responsible for giving Theodore P. Wright that powerful position as Administrator of the Civil Aeronautics Administration undoubtedly hope to control the postwar aircraft industry, including air transportation, and through the power of a subservient CAA—if they are subservient, which I do not know, and do not allege—they may be able to do so. Theodore P. Wright is the man I want to see fired from the Government service because the CAA will control the postwar aircraft field, and no man who has been vice president of an individual aircraft corporation such as Curtiss-Wright should wield such great power over the industry.

Mr. President, I am not going to read the remainder of the letter I began to read. I am holding it in confidence.

I offered, I repeat, to go to Buffalo. I offered to go there and submit the names of the witnesses and their street addresses. The distinguished senior Senator from Illinois [Mr. LUCAS], the Chairman of the Committee to Audit and Control the Contingent Expenses of the Senate said "No." Why, Mr. President, it would cost \$37.50. Human life is cheap. What if a few more hundred air pilots

die? "We are not going to send the senior Senator from North Dakota to Buffalo, N. Y., to make any investigation."

Mr. President, when the senior Senator from New York [Mr. MEAD] invited me—and I have his letter—I wrote him this letter:

JUNE 26.

DEAR SENATOR MEAD: I have received your letter of June 23 and note that the present plan of the committee is to hold further hearings in this matter at Buffalo commencing on or about July 5. If satisfactory arrangements can be made I should like to leave here July 1 or 2 in order to gather up some witnesses.

Will you let me know what arrangements can be made, as I should like to get in touch with the witnesses as soon as possible.

With kind regards, I am,
Sincerely,

WILLIAM LANGER.

Then, Mr. President, Mr. FLANNAGAN of the Mead committee came to see me and he said, "No, you cannot go with us unless you pay your own expenses." The Senate has appropriated \$100,000 for this and similar investigations. It would cost only \$37.50 for me to go to Buffalo and back, and to stay there in a hotel, and eat for 2 days, but the distinguished senior Senator from Illinois says that it is too much, that this Government of ours in all probability, in his judgment at least, would not be recompensed by my going there. So having brought this matter to the attention of the Senate again, why we will let the Mead committee go up there on the 9th and we will see what evidence they obtain. We will get their report. I know that they will dig into the matter to the very best of their ability. No matter how skeptical some of my friends in the plant at Buffalo may be—and, judging from what they write to me, they are skeptical—sooner or later the committee will have to make a report. Twenty-four months, less one week, have gone by since Harry Truman said he was going to let us know about the casualties in combat airplanes. We have not heard; but, Mr. President, you can be sure of one thing, and that is that as long as I am a Member of this body I will be here, if necessary, day after day, until the American fathers and mothers of these air pilot heroes find out about the rotten situation in the airplane companies. I can do no more than that. I am not on the investigating committee. I am not a member of any committee which has anything to do with the matter of making these investigations; but I have a voice as one of 96 Members of this body. There is still one place in America where men like myself, who do not owe anything to any political machine, whether it be Republican, Democratic, or any other kind of a machine, can rise and truly represent the common people of America. That I propose to do. When the day comes when the people of North Dakota say they want someone else to represent them on the floor of the Senate, I am going out through that door with my head up, knowing that in my conscience I have lived up to my oath of office, and that I have done the best I could do for the common people of this country.

EXHIBIT A

INVESTIGATION OF THE NATIONAL DEFENSE PROGRAM—AIRCRAFT

The airplane has proved to be the most important single weapon in the present war. The possession of large numbers of planes was of incalculable assistance to Germany in conquering France and Poland. Air superiority enabled Germany to conquer Crete despite the naval superiority of the British, and the lack of such air superiority cost Germany north Africa and ultimately will cost it the war.

We have succeeded in building an air industry in the United States which our foes cannot hope to equal. England has a splendid aircraft industry, and Russia, about which little is known, is producing large numbers of planes. The German aircraft industry has suffered heavily from the bombing of Germany and is limited as to certain vital supplies both for the construction and the operation of planes. The Japanese aircraft industry never had a capacity comparable to ours. To reach a production remotely comparable with our own it would be necessary for Japan to expand her industrial resources from the ores to the finished products. She would have to create facilities for mining ores, for smelting and refining, for rolling, casting, forging and extruding, for milling and machining, and, finally, for the assembly of planes. This is impossible for Japan because she cannot produce the machine tools with which to undertake so vast a program. Consequently, we can be certain that we will be able to oppose Japan with incomparably superior air power. Our difficulties will be those of obtaining bases from which to operate against the Japanese and in overcoming the tremendous advantage which they have gained by acquiring numerous such bases in the islands of the Pacific.

During the calendar year 1942 approximately 48,000 airplanes were produced in the United States. During the 12 months ending June 30, 1943, we have produced 64,000 planes. The present enormous rate of production will be vastly increased. Moreover, there will be a greater proportion of the best and most useful planes.

The planes already produced and those to be produced within the next year will largely determine the result of the war. The advantages already obtained are known, but are proportionately very much smaller than those which we may reasonably expect. There is, and of necessity must be, an extended time lag between the production of a plane at the factory and the actual use of the plane at the front.

Our airplanes are being subjected to constant modifications, in some instances several hundred different modifications for a single type of plane. Some modifications are slight and not difficult to make, and some are of such major importance as almost to require the reconstruction of the plane. Some of the modifications are made at the aircraft plants. Others are made in modification centers under the direction of the Army and Navy and several industrial concerns. In some instances additional modifications are incorporated abroad before the planes are put into actual combat. The completion of such modifications sometimes requires many weeks.

On first examination it seems most uneconomical to produce an airplane and then later to modify it to make it suitable for use at the front. The reason for this practice is that an attempt to introduce too suddenly extensive modifications into a large aircraft plant results in a great decrease in the number of planes produced by the plant. For that reason, it is better to make the modifications in special modification centers until such time as the aircraft plant has had

an opportunity to make orderly plans to incorporate the modifications into its production lines.

Sometimes the delivery of planes has been further delayed by the inability to obtain all the necessary instruments and equipment for use at particular fighting fronts for which the planes are destined. For instance, planes have to be winterized for use in cold climates and summerized for use in hot climates. The committee has been assured that there is very much less such difficulty today than existed previously.

The establishment of these modification centers presented a major task. Mistakes were made and delays were incurred in many instances, but, as experience has increased, improvements have been made. Modifications still require considerable time, and every attention should be given to reducing that time. The committee expects to check a number of the modification centers at a later time to ascertain the extent of the progress which has been made.

After the modification has been completed there is a further time lag necessary to permit the flying or shipping of the planes to the fronts and necessary to permit the crews to become familiar with the planes and with the circumstances under which they will have to operate them at the fronts. Also, repair parts, gasoline and oil, and other supplies have to be shipped abroad and servicing depots established.

Consequently, it is apparent that we have an enormous and continuous flow consisting at all times of many thousands of planes between the aircraft plants and the fighting fronts. These factors are the principal reasons for the great disparity between the number of planes produced and the number actually in operation at the fronts. This means that our enemies have not yet felt the full weight of our airpower and that coming months will bring an ever-increasing flood of destruction.

It is only natural that in so vast a program there have been many mistakes. Perfection must not be expected in war, where it is better to use wasteful methods than to risk having too little. All that can fairly be asked is that reasonable care should be taken and common sense exercised to keep waste and mistakes at a minimum.

Particular attention is called to these observations so as to prevent the action of the committee, in referring in this report to mistakes and difficulties, from being misconstrued as a condemnation by the committee of a program which as a whole has been unequalled anywhere else in the world. However, we should not judge our efficiency simply by comparison with what others have done, but should also take into consideration what could have been accomplished by full and efficient use of the Nation's vast industrial and technical resources. In a great many instances we could have done much better than we have.

The committee in a previous aircraft report called attention to the large number of different types of planes that are being produced. The efficiency of many of these has never been proved on the fighting front. Others are relatively obsolete. The excuse given by the Army and Navy was that they believed it necessary to allow the established companies to produce whatever they said they could produce in order to get quantity production as soon as possible. The excuse for continuing production is that delays would be incurred if an attempt were made to switch to the production of one of the tested superior models. The committee believes that a great mistake was made in adopting such a policy and that, wherever possible, changes should still be made to reduce the number of models and to concentrate production on proven models. The success of the General Motors Eastern Air-

craft Division in transforming its Linden automobile plant into a producer of Grumman fighters indicates that even greater changes can be accomplished with facility.

Since the committee's last report progress along these lines has been made, and at the committee's private hearings, both the Army and Navy assured the committee that they were going to abandon certain models and concentrate production on the models which have proved their worth. Such a policy will greatly simplify and facilitate the training of crews and the establishment and maintenance of repair depots.

Experimentation should continue for the purpose of developing and proving new models, but we should not attempt mass production of an entirely new model incorporating a whole series of major improvements until after it has been tested and proved.

The committee has made inspection tours of most of the aircraft plants and has talked with representatives of both management and labor with respect to them. It has also held numerous private hearings at which it received testimony from officials of the Army, Navy, and other war agencies having to do with the production of aircraft. The officials who appeared are commended for their full and frank discussion of their problems, including the difficulties which they have encountered. This was particularly true in the case of Rear Adm. Ralph E. Davison, Assistant Chief of the Bureau of Aeronautics of the Navy, whose frankness and candor was in sharp contrast to that of some of the Navy officers who have testified before the committee on other matters.

Both the Army and the Navy testified that in general they expect to have trained crews available in sufficient numbers to man the planes which will be produced in accordance with their programs. In some categories, particularly 4-engine bombers, the crews for which require exceptional and lengthy training, a certain amount of difficulty may be encountered. But it is believed that even there it will be possible to provide sufficient trained crews.

The committee has been assured that aluminum sheet will be available in sufficient quantities. As previously reported by the committee, the most critical items are extrusions, forgings, and castings—particularly extrusions. Mr. Charles E. Wilson, Aircraft Production Board Chairman, War Production Board, has been giving special attention to these matters. With the cooperation of the Army, additional extrusion capacity has been created, and in many instances softer alloys, with consequent greater capacity of extrusion per press, and rolled forms have been substituted. Efforts along this line will be continued.

To manufacture the required additional extrusion presses, it was necessary to set back the dates on which certain machinery for steel rolling mills would be furnished. This has resulted in a delay in the expected production of steel plate, particularly at the Henry J. Kaiser mill at Fontana, Calif., and at the Provo, Utah, and Homestead, Pa., mills of the Carnegie-Illinois Steel Corp.

The use to capacity of existing facilities to machine aluminum necessarily places a strain upon such equipment, and care should be taken to provide soon enough for repair and replacement parts.

The airplane plants have also experienced difficulty in obtaining and keeping a sufficient number of skilled supervisors to take care of their ever-expanding production. In some cases such persons have been drafted for the armed services. This has been as much due to the failure of the aircraft plants to devise the proper method of classifying their employees and to provide the draft boards sufficiently in advance with adequate and fair information on which they could reasonably base deferments, as it has been due to an unwillingness on the part of the

draft boards to recognize the importance of the work.

In some instances there have also been difficulties due to the inability of the aircraft plants under existing regulations to make the changes in wages necessary to make them proportionate to the value of the work done and the responsibility undertaken. This was particularly true of the Lockheed Aircraft Corp., where increases in the hourly wage rates paid and the inability to obtain permission to make proportionate increases in the wages paid supervisors and foremen frequently resulted in responsible men receiving salaries less than subordinates two or three grades below them.

Difficulties also have been incurred, particularly in the case of the Boeing Aircraft Corp. plant at Seattle, Wash., because other war industries in the area, such as the shipyards, have paid higher wage rates. This has attracted trained aircraft employees to work, for which in many instances they had to receive additional training, and it has made it very difficult both for the management and for the leaders of labor in the aircraft plants. Special studies of this situation are being made, and the committee recommends that they be expedited so that an equitable adjustment of the problems can be obtained promptly.

In other instances there has been enormous waste of manpower and increased dollar cost because workers were hired by aircraft plants in huge numbers before there was anything for them to do. The reasons for this varied. Sometimes, as in the case of the Columbus plant of the Curtiss-Wright Corp., it was due to the inability to produce a plane which would meet the requirements of the service involved; sometimes it was due to the necessity of incorporating modifications required by the commanders at the fighting front; sometimes it was due to an inability to make the engines and parts that were needed; and sometimes it was due to faulty plans which the management had made for starting and organizing production. In all cases it resulted in enforced idleness which led the workers to suspect sabotage and which materially decreased their efficiency as workers.

In the plants where planes with good fighting records were being produced the workers were more efficient than in those plants which were not producing planes or which were producing planes of an inferior type. This waste of manpower has been decreased as a better flow of materials has been obtained and will decrease further as the Army and Navy eliminate the production of inferior planes or planes with chronic production difficulties.

Mr. Charles E. Wilson of War Production Board was appointed on September 22, 1942, to force the elimination of many of the troubles from which the aircraft plants were suffering. He has succeeded in obtaining the cooperation of the Army and Navy and is doing a very good job along these lines.

Five months before Mr. Wilson was appointed to the War Production Board, the committee recommended that such an organization be set up. On April 6, 1942, the committee recommended:

"A. That the War Production Board set up a section charged with over-all planning for aircraft production, such section to be headed by a trained aircraft production executive drafted from the industry. The subcommittee has been told that the War Production Board still does not have a single top-notch aircraft production man in its organization.

"B. That instead of wasting its energies on a generalized plea for all-out production, which has confused management, labor, and the public, the War Production Board concentrate its efforts on breaking those bottlenecks which are, in the aircraft industry to the subcommittee's certain knowledge, and

probably in other fields, really holding up peak production."

ARMY AIRCRAFT

Four-engine Army bombers

There are matters with respect to four-engine bombers and improvements thereon which the committee has studied but to which it cannot refer in a public report for reasons of security.

The performance of both the Boeing B-17, popularly known as the Flying Fortress, and the Consolidated B-24, popularly known as the Liberator, is well known. Production of those planes by both Boeing Aircraft and Consolidated Aircraft has been excellent. The Douglas Aircraft and the Vega Aircraft Cos. have also turned in good records in producing the Boeing B-17.

The Ford Motor Co. was relatively very much slower than had been expected in getting into production on the Consolidated B-24. On numerous occasions the committee checked the progress being made by the Ford Motor Co., not only with company officials but with Army and War Production Board officials, and insisted that additional action be taken to expedite production. The building of as huge and complicated a device as a B-24 airplane in large numbers presented many problems, and some delay had to be expected. The production line was set up similar to an automobile assembly line, despite the warnings of many experienced aircraftmen. From the standpoint of the time factor to reach reasonable production goals, this was probably a mistake, because the Ford Motor Co. had not had extensive prior experience in the airplane field and because, even in the automobile field, the assembly line technique was developed and applied over the years without an attempt to improvise it overnight in one single step.

This resulted in slower progress at the beginning, but should result in increased production at a later date, providing there are not too many modifications and changes. It is probable also that the Ford Motor Co. did not take full advantage of the opportunities to send production engineers, layout men, and production supervisors, as distinct from designing engineers, to the Consolidated plant at San Diego to find out how the specific work to be done by them was being accomplished at San Diego.

The production problems of the Ford Motor Co. were further complicated by the changes in its contracts and schedules. Originally, it was expected only to produce knock-down subassemblies for final assembly by Consolidated and Douglas at Fort Worth, Tex., and Tulsa, Okla., respectively. This was changed, at the suggestion of the Ford Motor Co., to provide for final assembly of part of the planes by the Ford Motor Co. Still later the entire program was substantially increased.

The Ford Motor Co. was also hampered by the fact that several hundred modifications were ordered to be installed in the plane and that there necessarily was a time lag between the time when such modifications were being discussed and developed by the Army and Consolidated Co. and the time when the actual detailed blueprint specifications reached the Ford Motor Co.

Additional difficulty was encountered because the plant was located before the scarcity of gasoline and tires made it difficult to obtain workmen in competition with other more centrally located plants.

These difficulties made it impossible for the Ford Motor Co. to program its work so as to obtain maximum efficiency from the workers employed, and necessarily resulted in a considerable amount of waste and confusion.

The Ford Motor Co. was not able to furnish parts which it had contracted to furnish for assembly by the Douglas Aircraft and Con-

solidated Aircraft Cos. at plants specially built in Tulsa, Okla., and Fort Worth, Tex., respectively. As a result, the Army was compelled to switch the Tulsa plant to other work, and the Consolidated plant at Fort Worth has proceeded far behind schedule.

Until recent months, the Ford Motor Co. had not produced at Willow Run a plane which was capable of use at the front. The planes produced were used for training. The reason for this was that in order to get the plant into production and permit the company to obtain the experience therefrom that would enable the plant to operate efficiently, the Army Air Force temporarily froze the model and permitted production without the incorporation of modifications considered essential for use at the fighting fronts.

The committee has been informed, however, that recently great progress has been made by the Ford Motor Co. at the Willow Run plant, and that it is now producing in substantial numbers planes which, with the average amount of modification, can be used effectively at the fighting fronts. This has been achieved, in part at least, by the subcontracting to other plants of the Ford Motor Co. of portions of the work which originally had been expected to be done at the Willow Run plant. A few parts are also being made or assembled by other firms in the Detroit area. The committee hopes that progress will continue to be made.

Two-engine Army bombers

The B-25, produced by the North American Co., popularly known as the Mitchell, has proved to be a valuable plane, and the rate of production is very substantial.

The B-26, produced by the Glenn L. Martin Co., popularly known as the Marauder, has had many difficulties. It has high performance both in speed and in load-carrying capacity, and, according to most reports, is an exceptionally fine plane in the air. However, the plane is unsafe when operated by any pilots except those specially trained for its operation, because of unusual difficulties in landing and take-off. It has had a higher accident rate than the B-25, produced by the North American Co., the Army's other plane of comparable size and performance. As a fighting airplane, most pilots who know it like it, and improvements have been made on it. It has accomplished many important missions. However, the difficulties with the plane and the high cost of production and maintenance are such that the Army plans to taper off its production and to use the Martin facilities in Baltimore, Md., and Omaha, Nebr., to produce other types of planes.

In the two-engine light bomber class, the Army has the Douglas A-20, popularly known as the Havoc, the Douglas A-26, and the Martin A-30.

The Douglas Havoc is one of the best-liked planes that has been built in this country. It has performed a large number of tasks, including night fighting, low-level bombing, and strafing. Production has been very substantial. The Douglas A-26 is an improved version of the Havoc.

The Martin A-30 is a less satisfactory but usable plane which has been in production since early in the program. It was originally built for the British and French.

One-engine dive and attack bombers

The Army has the Douglas A-24, popularly known as the Dauntless, the Curtiss A-25, the Army's version of the Helldiver, the Vultee A-35, popularly known as the Vengeance, and the North American A-36.

The Army has concluded that it will have little need for additional dive bombers for the reason that dive bombers cannot be operated unless there is a clear air superiority and then, only when the ground forces are not adequately equipped with antiaircraft equipment.

The Douglas A-24 is an Army version of the Douglas SBD dive bomber, which was built for the Navy in Santa Monica prior to 1941. These two Douglas planes, one for the Army and one for the Navy, have carried the brunt of the dive-bombing work which has been accomplished by our armed forces to date.

The Curtiss A-25 is the Army's version of the Navy's SB-2C Helldiver manufactured by Curtiss at Columbus, Ohio. The Curtiss A-25 is manufactured at St. Louis, Mo., and the program will be greatly reduced both because of the Army's opinion that the dive bomber is not valuable for most Army purposes and because of the inability of the company to date to produce usable planes. This matter is described in much greater detail in the section devoted to the Curtiss-Wright Corp.

The Vultee A-35 is a plane which was previously manufactured for the British by Vultee and Northrop. Although a large number are on the program, it is planned to reduce substantially the number to be produced and to substitute another plane.

The North American A-36 is the P-51, or Mustang, equipped with bomb racks. When it became apparent that the Rolls-Royce engine should be substituted in the Mustang for the Allison engine in order to enable the P-51 to function as a first-class pursuit plane, slight changes were made on the P-51's which were being produced with the Allison engine, and it was designated as an attack-bomber until such time as the Rolls-Royce engine could be run into the production line. The Army has informed the committee that as an attack-bomber at low levels this particular plane, equipped with the Allison engine, has done excellent work so that both versions of the plane have been valuable.

Army two-engine fighters

The Lockheed P-38, popularly known as the Lightning, had many difficulties at its inception, but those difficulties have been overcome and a large number of the Lockheeds have been used on various fighting fronts with spectacular success. It has proved to be a very fine plane.

The Northrop P-61 is another two-engine fighter produced for the Army, but progress has been very slow and the plane is far behind schedule. It was intended for use as a night fighter.

Army one-engine fighters

The Army concentrated on the Curtiss P-40, popularly known as the Warhawk and the Bell P-39, popularly known as the Airacobra. The Curtiss P-40 plane is discussed in more detail in the section relating to the Curtiss-Wright Corp. The Bell Airacobra has performed very good service in Russia, which has expressed a definite preference for it over the Curtiss P-40. An improved version of the Bell P-39 is under construction. Both planes are limited to use in low altitudes and were designed for use with large land armies locked in combat.

The North American P-51, popularly known as the Mustang, is superior to either the Bell Airacobra or the Curtiss P-40. Equipped with an Allison engine, it is a good low-altitude reconnaissance fighter and fighter bomber. Equipped with the Rolls-Royce two-stage engine, it is a good medium-altitude pursuit plane. It has been characterized by both the British and the Army Air Forces as the most aerodynamically perfect pursuit plane in existence. Although this plane was a more recent plane than the Curtiss P-40, it was in production in 1941. In the opinion of the committee, it would have been preferable to increase the production of Mustangs and decrease the production of Curtiss Warhawks.

The Republic P-47, known as the Thunderbolt, is a good fighting plane, especially at

high altitudes. The Army was slow to recognize the value of this plane, because of the Army's primary interest in low-altitude planes, such as the Curtiss P-40. After belated recognition was obtained, difficulties were experienced in perfecting it for production, which have now been overcome. It has been used in the past several months in England against German fighters, and the committee is informed that its performance is good.

NAVAL AIRCRAFT

Navy dive bombers

As previously indicated, the Army has concluded that additional dive bombers will not be needed by the Army. The success of Battleship X against an attack by dive bombers, although not conclusive, indicates that dive bombers have very definite limitations even for Navy uses. Skip-bombing may prove to be more satisfactory than dive bombing, but the Navy is still of the opinion that it should proceed with the dive-bomber program.

This is a question of military tactics on which the decision of the Navy should be final. On the statements of the Navy and Army officials with respect to the dive bomber, it appears clear that great caution should be taken by the Navy to make sure that the program for the construction of dive bombers is not greater than that justified by the Navy's own interpretation of its technical value. At present such program calls for the production of many thousands of planes, a figure which is justified by including heavy allowances for attrition and training. The committee believes that the Navy should re-examine its dive-bomber program and make certain that it is no larger than necessary.

The Douglas SBD, popularly known as the Dauntless, has to date been the only dive bomber which has been successfully used in large quantities by the Navy. An improved version of the Douglas SBD is being built. It will be known as the Douglas SB2D. The Navy reports that it is expected to be a splendid plane of high performance.

The unfortunate experience of the Navy with the Curtiss SB2C, popularly referred to as the Hell Diver, is discussed in detail in the section relating to the Curtiss-Wright Corp. If the Navy really had use for the number of Hell Divers for which it contracted, it has suffered a strategic loss as well as a loss of many millions of dollars.

Similarly, the Brewster Aeronautical Corp., which was to produce the Brewster SB2A dive bomber, turned in a miserable performance. The bomber is a variation of one originally produced for the British, and very few have been acquired for the Navy. The Henry J. Kaiser Co. has taken over the management of the Brewster Aeronautical Corp., and the Navy reports that it already has made substantial improvements. The production of dive bombers is being continued temporarily in order to use materials which have already been processed and in order to permit an orderly transfer to the production by the Brewster Aeronautical Corp. of the S-3A, which is the Brewster version of the Vought-Sikorsky F4U fighter. The Navy has expressed the opinion that the Brewster Aeronautical Corp. under Kaiser management will be able to produce a substantial number of such fighters.

Navy carrier torpedo bombers and fighters

The Grumman Corp. has done an excellent job in building carrier torpedo bombers and fighters for the Navy, and General Motors Corp. through its Eastern Aircraft Division has done splendid work in converting its facilities and building Grumman torpedo bombers and fighters for the Navy. These planes are known as the Grumman TBF (the torpedo-bomber), and the Grumman F4F (the fighter), popularly referred to as the Wildcat.

The Grumman Corp. has developed a new fighter, the F6F, popularly referred to as the Hellcat, which is a plane capable of exceptional performance. Similarly, Vought-Sikorsky has developed a fine naval fighter, known as the F4U. The latter company, however, has not made as good a production record as Grumman. A number of other companies such as the Goodyear Rubber Co., at Akron, Ohio, and the Brewster are to make their versions of the Vought-Sikorsky F4U. The Brewster and the Goodyear companies are both behind schedule, and the Vultee is not yet scheduled to come into production. Vultee, in Allentown, Pa., is making the TBV, a Vought-Sikorsky torpedo bomber.

Navy two-engine medium bombers

The Vega B-344 is a new version of the old Lockheed Hudson, a transport plane. It is used primarily as an antisubmarine airplane and, although somewhat out-of-date by now, has contributed to the defense of England from submarines.

Navy flying boats

The Navy had a very large schedule for the production of flying boats of four-engine and two-engine types, the principal use for which would have been long-range patrol and limited bombing operations. There are definite uses to which such planes can be put, but their functions are extremely limited because of their slowness and their vulnerability to attack. It was most improper to use this type of ship in Alaska for bombing operations against objectives protected by Japanese Zeroes unless it was absolutely impossible to obtain any other planes.

The committee has questioned whether the Navy could use profitably, in the limited functions which the Navy itself has assigned to these flying boats, the tremendous numbers which have been programmed. The Navy has informed the committee that for many purposes it would prefer land-based planes in place of these flying boats, and that to the extent that it can obtain such land-based planes, it will severely cut back the production of flying boats.

The committee questioned the Navy to ascertain whether the load-carrying performance of seaplanes might be improved by reducing the Navy requirements for strength and rigidity. The Navy at present requires flying boats to be able to land in a choppy sea with 4- and 5-foot waves, and in order to make the boat strong enough to do this, it must have a large number of bulkheads, which cut up its space and impair its usefulness. The Navy has always had a predilection toward unusually high-strength factors even at the expense of performance. It prefers to have all of its equipment of such character that it can be used anywhere in the world in which such equipment might be needed. In answer to the question as to why such requirements should be made, the Navy stated that, in order to avoid duplication of models, it did not desire to produce flying boats with less strength built into the hulls, even though there were some sections of the world in which such boats are used where they would not be required to encounter heavy seas.

The committee never attempts to substitute its judgment for that of the Department in question on tactical matters and therefore accepts this conclusion. However, even the Navy agreed that, in the case of cargo planes, other considerations should be taken into account and that experimentation work on flying boats should continue.

In that field a plane like the *Mars* is relatively worthless because of the bulkheads that have been built into it. It has not yet been put to any important practical use.

Experiments have been carried on by the Kaiser-Hughes Corp. to build a large wooden seaplane for cargo purposes. To date, the experiments with the large-sized model have shown it to be aerodynamically, even in the

opinion of the Navy, a very good ship, but the Navy does not believe that it can be satisfactorily constructed of wood. The committee believes that credit should be given to Mr. Donald Nelson, Chairman of the War Production Board, for his active interest in the cargo type of seaplane over the opposition of the Navy, which was constructing all of its seaplanes along lines which would not produce satisfactory cargo planes.

The committee believes that it is important to continue experimentation with the seaplane as a possible carrier of large quantities of cargo. One of the most important reasons for doing this is the fact that, as the weight of landplanes approaches and exceeds 150,000 gross pounds, the weight of the landing gear has to be increased to such an extent that it is not capable of carrying as much cargo as a seaplane of similar weight, providing the seaplane is not cut up by a number of bulkheads to the extent required by the Navy in seaplanes for combatant use. Since neither the landplane nor the seaplane could survive a forced landing at sea, it would seem unnecessary to penalize the seaplane as a possible cargo carrier by requiring it to be able to meet unusual stresses and strains.

By this, the committee does not mean to indicate that it believes that the seaplane will be the cargo plane of the future. The development of the flying wing presents attractive possibilities for landplanes, and it has been pointed out that most of the large centers of the world are within 50° of the North Pole and that operations in that area, in large part, will be over land and not over water. Also, many of the centers would have no water available for landing of cargo seaplanes. On the other hand, the landplanes of great weight would require runways of special construction which would be very expensive. If the cargo-carrying advantage is with the seaplane, it might even be possible to make runways in the form of shallow canals which might not be any more expensive than runways specially constructed for large landplanes.

On this question, the committee believes that the United States should take an active interest in forwarding all sound experimentation on seaplanes as well as landplanes so that we do not incur the risk, by reason of miscalculating which type of plane will ultimately be used, of being outdistanced by some other nation.

GLIDERS

The Germans successfully used gliders in Crete to enable them to land large numbers of troops in places where it would have been impossible to land standard aircraft. Through the use of gliders, it is not only possible to transport more men into locations where they could not otherwise be placed, but it is also possible to carry equipment, such as jeeps, which could not be carried by parachute troops. The troops when landed are landed as a unit and capable of fighting as such, whereas parachute troops find it very difficult to assemble. Moreover, gliders can carry troops which have not received the special training that it is necessary to give to parachute troops. For these reasons, the glider has been considered as a possible addition to parachute troops for air-borne invasion work.

The Army developed a very large glider program and ordered many thousands of gliders to be constructed by a large number of concerns, many of which had had no experience whatever in similar fields. The gliders which have been built have had to be towed by planes such as the Douglas C-47's, which have a cruising speed of about 180 miles an hour. That speed is too fast for the glider and when the plane is throttled down to the speed at which the glider can be towed, the engine overheats and causes trouble. By reason of the difficulties in-

curred, the Army is not enthusiastic about gliders, and much of the program has been cut back.

The Army has recently received information from the fighting front that gliders with higher landing speeds can be used. This would enable the Army to design gliders that could be towed without overheating the engines of the towing planes. Work along this line is now being done.

The Navy has also developed an amphibian glider which can be landed either in water or on land, and which generally has shown better performances than the glider which the Army has placed in production.

Glanders also present attractive possibilities for use with certain types of cargo. A glider was recently successfully towed across the Atlantic and further experimentation will be undertaken.

CURTISS-WRIGHT CORP.

The Curtiss-Wright Corp., has enjoyed spectacular and unprecedented success in obtaining war contracts. With the single exception of General Motors Corp., Curtiss-Wright Corp., received more war contracts than any other corporation. In the period from June 1, 1940, through March 1, 1943, it received war-supply contracts in the amount of \$4,717,500,000 out of a total of \$104,953,400,000. These contracts have since been increased. In addition, there have been programs for production by Curtiss-Wright Corp. of many thousands of additional planes and engines which, if reduced to contract, would raise its total by several billions of dollars.

This enormous portion of the war program was granted to a company which as of December 31, 1939, reported a net worth of only \$81,055,029.98 and a net profit after taxes for the preceding year of \$5,218,258.76. To enable it to perform its commitments with the Government, the Government has spent millions of dollars for the creation of new facilities.

Substantially all of the war contracts of Curtiss-Wright are for the production of planes, engines, and propellers.

The Curtiss-Wright P-40 (Warhawk)

The largest number of planes which have been produced by Curtiss-Wright are the P-40 fighter planes, which have been referred to in previous reports of this committee. These planes have performed valuable work on the various fighting fronts, but were relatively obsolete when we entered the war, and of more limited value than other fighter planes produced by other American companies and by the British. Many more P-40 planes were produced than any other fighter plane, and the facilities for producing them were expanded sooner and in larger volume than the facilities for producing other planes of greater merit. Pilots and repair crews were trained to use the P-40's, and repair parts for them were produced and sent abroad. The result was that when the Army, at the committee's recommendation, agreed to eliminate the production of P-40's and to substitute in the Curtiss-Wright plants a better plane to be selected by the Army, the argument was raised that to do so would result in a substantial lessening of production at a time when planes were vitally needed by the Russians and in North Africa. The Army did order the substitution of the Republic P-47 for the P-40 in the Curtiss-Wright plant at Buffalo, N. Y., but after work in that direction had been commenced, ordered the continued production of Curtiss P-40's.

The later decision may have been necessary, but the committee regrets the earlier decisions which concentrated so large a portion of our production on a plane which, although usable, is regarded by the Russian, English, and American forces as at best a second choice.

Curtiss-Wright was also permitted to make a number of modifications which did improve

its performance. It was also permitted to attempt to make major modifications on the P-40 in the hope of being able to produce a plane which would compare not too unfavorably with the North American P-51, popularly known as the Mustang, which is regarded aerodynamically as one of the finest, if not the finest, plane of its type in the world.

Curtiss-Wright was also given a large contract for a new Curtiss-Wright fighter to be known as the P-60 (since discontinued), and three of the nine experimental contracts for the development of one-engine fighters. In addition, it was given one of the four experimental contracts for the development of two-engine fighters despite its lack of experience in the field and the success of the Lockheed P-38, popularly known as the Lightning.

The Army has decided to discontinue all production of fighters except for replacements and trainers, and most of the dive bombers now produced by Curtiss-Wright, and have it concentrate primarily on the C-46 (Commando) cargo plane, which has proved successful.

The Curtiss-Wright SB2C (Helldiver)

In the case of fighter planes, where Curtiss-Wright had a usable plane approaching obsolescence, the bulk of the contracts were given to Curtiss-Wright, but in the case of dive bombers, where the Douglas SBD dive bomber, which has provided the dive bombers for Navy battles to date, an experimental plane designed by Curtiss-Wright was selected as the dive bomber to be produced in greatest numbers. This Curtiss-Wright experimental plane was designated SB2C and has been popularly referred to as the Helldiver. Many thousands of this plane were to be produced for the Navy in a new plant built for Curtiss-Wright at Columbus, Ohio, at an expense to the Government in excess of \$27,000,000. The site for this plant was selected by the Advisory Committee for National Defense. A large number of such planes were also to be produced in Canada by Fairchild Engine & Airplane Corp. and Canadian Car & Foundry. Many more thousands of an Army version of this same plane, designated as the A-25, were to be produced by Curtiss-Wright at St. Louis, a plant originally built for other purposes.

This was a most unfortunate decision, as a result of which many tens of millions of dollars have been wasted. The present opinion of the Army Air Forces is that dive bombers cannot be used against land forces except where there is clear air superiority and even then would be effective only in those cases where they are not opposed by effective anti-aircraft fire. The Army has assured the committee that steps are being taken to materially reduce the production of dive bombers at St. Louis and to make some worth-while use of the plant facilities there, probably by producing at that plant Curtiss-Wright C-46 Commando cargo planes. There are at present in the St. Louis plant approximately 16,145 workmen receiving a weekly pay roll at the expense of the Government of \$778,011. Of those, approximately 117 are paid more than \$5,000 per year. As of June 26, 1943, the Government had made advance payments against the A-25 contract in the amount of \$62,500,000. Of this amount, almost \$50,000,000 had been expended.

The Navy is still of the opinion that the present type dive bomber has substantial uses despite the fact that it may soon become obsolete. The Navy reiterated this opinion after consideration of the success which some months back was achieved by Battleship X in resisting an attack by dive bombers. For this reason, the Navy desires to produce large numbers of dive bombers, although it has promised to reexamine and reduce the program for the production of SB2C dive bombers by Curtiss-Wright at Columbus.

Production of such dive bombers was to have been commenced by Curtiss-Wright at

Columbus in December 1941. Production did not actually commence until September 1942. It has been hopelessly behind schedule and to date Curtiss-Wright has not succeeded in producing a single SB2C which the Navy considers to be usable as a combat airplane. In addition to the moneys expended at St. Louis on the Army version and in Canada at other plants to produce the same plane, and in addition to the \$27,000,000 cost of building the plant at Columbus, advances have been made on the SB2C contract at Columbus in the amount of \$98,484,238.

On May 31 there were 21,012 workmen employed at Columbus, most of whom have been diverted from farming or industrial work. The aggregate weekly pay roll is \$969,355, and approximately 133 persons at Columbus are paid in excess of \$5,000 per annum.

The Navy believes that the difficulties with the plane can be overcome and expresses the opinion after conferences with the company that they will be overcome within 2 or 3 months. The committee hopes that this opinion will prove to be correct, although it notes that during the last 8 months it has regularly received opinions with respect to this plane to the same effect which have not as yet in any case proved to be correct.

In addition to the persons employed at the Columbus plant of the Curtiss-Wright Corp. there are a large number of subcontractors employing in the aggregate many tens of thousands of people. The inability of Curtiss-Wright Corp. to produce a satisfactory Helldiver has caused a loss of production by such subcontractors of great value, the extent of which cannot be ascertained.

The Curtiss SB2C also had in it a turret, designed by Curtiss-Wright, which Curtiss-Wright exhibited to the committee as a vast improvement upon turrets and with the statement that it had been developed by Curtiss-Wright. The committee was not impressed with the turret and recommended to the Navy that the matter be investigated vigorously for the purpose of ascertaining whether it was in fact the best turret which could be used. The Navy has recently informed the committee that it has found the Curtiss-Wright turret unsatisfactory and expects to place an improved turret in the plane. The Army should do likewise. The company explains that it was necessary for it to design a turret because there was no turret available in this country suitable for installation in the SB2C and because the Emerson Electric Co., on which they relied for production of turrets, was unable to take on the added work.

The loss involved in these matters cannot be ascertained. One of the most important losses is due to the psychological effect upon the workmen in the plant. In the main they have had little to do, and many have suspected that the war effort was being sabotaged, because they did not realize that the inactivity was due to the inability of the company to produce a satisfactory plane and to obtain sufficient experienced working personnel. The knowledge of the inactivity at the plant has become widely known among the friends and relatives of the workmen there and throughout the area adjacent to Columbus and has had a bad effect upon morale in that area.

Despite this most unsatisfactory performance, Curtiss-Wright has advertised the Helldiver plane as the "world's best dive bomber." The company has expended in such eulogistic self-praise of the Helldiver the sum of \$12,448.95. Numerous news stories have appeared to the same effect. Additional advertising by the company on other subjects was placed in 1942 at a cost of \$331,250.39. This will be increased in 1943 to \$872,821. The bulk of the cost of such advertising will be borne by the Federal Government because it has been treated as an expense of doing business before computing profits on which the Government would be entitled to receive excess-profits taxes at the highest rate.

The committee believes that this practice of self-praise at the expense of the Government is not salutary and recommends that the matter of advertising costs be investigated by the Bureau of Internal Revenue for the purpose of determining the amounts which should be paid to the Government as income taxes and by the agencies charged with obtaining through renegotiation the return of excessive profits.

The committee appreciates that some advertising is proper and that to some extent it should be recognized as a legitimate expense of doing business, but the committee believes that advertising expenditures, unless paid by the company out of its profits after income taxes and renegotiation instead of indirectly by the Government, should not be greater than those incurred by the company prior to the war, and even then the references to contributions to the war effort should be subject to scrutiny for the purpose of protecting the public interest against unfounded claims.

The committee particularly condemns advertising such as the Curtiss Helldiver advertising, which was intended to give the public the erroneous impression that the Curtiss Helldiver was the world's finest dive bomber and was making a substantial contribution to the war effort when the fact is that no usable plane has yet been produced and that the dive bombers in use by the Navy were produced by Douglas Aircraft Co. and not by Curtiss-Wright. The fact that such advertising was approved by the Navy and was based upon a speech of a Navy admiral does not justify it. The Navy's action was unfortunate and premature.

Conditions at Wright Aeronautical Corp., Lockland, Ohio, plant

In January 1943, the committee received complaints from some of the Army inspectors at the Wright Aeronautical Corp. at Lockland, Ohio, alleging various improper practices in inspection resulting in faulty material and engines being produced and delivered to the Government. Wright Aeronautical Corp. is a wholly owned subsidiary of Curtiss-Wright Corp.

The Lockland plant, located just outside Cincinnati, Ohio, and all the property and equipment utilized therein are wholly Government owned under a Defense Plant Corporation contract. Production, which was begun late in 1941, is confined to several variations of one model of air-cooled engine. This particular engine is not produced at any other plant. The product of the Lockland plant is sold to the Government under a fixed-price contract.

As production became substantial the company was awarded an A inspection rating by the Army Air Forces. Such a rating put prime responsibility for inspection on the company. The Army subsequently maintained only a comparatively small inspection staff which was engaged in spot checking. A rating of this type is warranted where a company has proven its ability to turn out a product of high quality. According to the testimony the rating was given at a time when an inspector of high caliber was in charge of company inspection. He left the company's employ shortly after the award was made. The rating was removed by the Board of Investigation of the Army almost immediately after it commenced its investigation.

A preliminary investigation disclosed that there was considerable basis for the complaints and that the alleged conditions were of such a nature that, if they existed, they should have been known by ranking company officials and the top Army supervision.

Accordingly, at the request of both the Army and the company, the committee agreed to withhold its investigation in order to allow both the Army and the company to look into the facts and report back to the committee any improper conditions they

found to exist and any corrective measures which were being taken.

After allowing more than a week for this investigation, a subcommittee, appointed to investigate the situation, heard representatives of the Army Air Forces and the Wright Aeronautical Corp., in closed hearings at Washington, D. C., on March 30, 1943. At these hearings both the Army Air Forces and Wright Aeronautical Corp. stated that they had made separate investigations and that nothing irregular existed which required action by either.

Brig. Gen. Bennett E. Meyers, relying upon information furnished to him by Army officers and personnel later found by the committee to be obstructing the inquiry, stated to the committee:

"I sent a man out from my Dayton office, a Major Little. * * * The verbal report indicated that in general everything was about on a par with other engine producers. He advised me that there was nothing in his written report that would indicate that any action would have to be taken by me."

"The CHAIRMAN. So you really haven't anything to offer us today by way of informing us as to what you found wrong with inspection or management at Wright Aeronautical in Cincinnati?"

"General MEYERS. I haven't found anything like that to advise you on."

Mr. Harry W. Lake, chief administrative procurement inspector and chief of the engine and propeller unit of the technical center, materials center, Dayton, Ohio, testified:

"We found nothing wrong."

"The CHAIRMAN. Did you find anything there wrong with management in their inspection?"

"Mr. LAKE. No; we went over their inspection quite thoroughly and their inspection is based upon the procedure which has been built up over a period of 23 or 24 years."

The representatives of Wright Aeronautical Corp. were somewhat more cautious. They reported:

"We know of various incidents and errors that have been corrected and we are very anxious to learn if there are others that we don't know about."

The Wright Aeronautical representatives then referred to one of two minor incidents which they characterized as follows:

"The talk and incidents weren't of a character in relation to inspection. There was more petty bickering over privileges, authority, and rights."

Mr. C. G. Poehlmann, quality manager at the plant stated:

"The CHAIRMAN. You have made a thorough investigation recently of your own inspection?"

"Mr. POEHLMANN. Yes, sir."

"The CHAIRMAN. Have you found anything wrong?"

Mr. POEHLMAN. Yes; there are details that are wrong."

Mr. William W. Finlay, manager of the plant stated:

"The CHAIRMAN. Is there anything wrong?"

"Mr. FINLAY. I would say that there is nothing wrong in that sense of the word. We acknowledge that we can always do a better job."

"Mr. RUDOLPH HALLEY (assistant counsel). Do you still feel that everything is in order and under control after your recent investigation?"

"Mr. FINLAY. Yes; I do."

"Mr. HALLEY. Could you say that in no one of the matters that you have discovered have you found anybody to be culpable of any actual misconduct?"

"Mr. FINLAY. Absolutely not culpable."

"Mr. HALLEY. You have found nobody to penalize?"

"Mr. FINLAY. Exactly."

Two days later, beginning April 1, and subsequently on the 2d and 3d, the committee held closed hearings at Cincinnati; on April

8 at Washington, D. C.; and on April 13 and 14 at Dayton, Ohio. In all, 1,286 pages of sworn testimony were taken.

The committee found that the company was producing and causing the Government to accept defective and substandard material. This was accomplished in the following ways:

1. By the falsification of tests.
2. By destruction of records.
3. By improperly recording results of tests.
4. By forging inspection reports.
5. By failing to segregate substandard and defective material.
6. By failing to promptly destroy or mutilate such defective and substandard material.
7. By orally changing tolerances allowed on parts.
8. By circumventing the salvage committee set up to pass on the usability of parts outside tolerances.
9. By allowing production to override the inspection force, thereby destroying morale of both company and Army inspectors.
10. By skipping inspection operations.

It must be remembered that the company's inspection service had a personnel of approximately 2,400, whereas the Army's inspection personnel consisted of approximately 70 inspectors, who were distributed over three shifts. Nevertheless the system as formally set up is adequate to insure the quality of the product produced if, and only if, both company and Air Force personnel are sincere and honest in their efforts to produce a quality product.

The committee found, however, that in this particular case certain Air Force officials exhibited an unduly cooperative spirit toward the company in matters pertaining to inspection.

Most of the representatives of the Army inspection section who appeared before the committee displayed an undue regard for the well-being of the Wright Aeronautical Corp. and too often seemed to be motivated by a desire to protect the company and its interests. It was found that the feeling was deliberately fostered among the Air Force inspectors that they must be cooperative with the company if they were to get along well in their jobs. This was evidenced by the following specific instances:

1. Inspectors were found to have been transferred because " * * * it has been quite difficult for this office to maintain a good feeling between subject inspectors and the contractor's personnel * * * ". The committee found that the main reason it was difficult for these inspectors to get along well with the company personnel was that they absolutely refused to accept, for the Government, material which they knew to be faulty and which they were sure would fall in use.

2. Inspectors were threatened with transfer or other disciplinary action if they did not accept engines which were leaking gasoline and even during the committee's investigation one inspector was actually transferred for the sole reason that he refused to accept, for the Government, an engine which was leaking gasoline.

3. A supervising inspector of the Central Procurement District was prohibited from returning to any Wright plant after he had made an investigation of conditions at the Lockland plant at the express direction of the Chief of the Inspection Section of the Army Air Forces, Materiel Command, located at Wright Field, Dayton, Ohio, and had rendered an honest report with respect to it. It is significant that the transcript of a meeting with a group of complaining inspectors, which was taken by this supervising inspector, contained the following statement by him: "I would like to say that this picture is being painted so black, and in accordance with your statements, I feel before this thing is over with, I am going to be forced to come into that plant and see some

of the material." The above prohibition was invoked within a week after the transcript was delivered to the Chief of the Inspection Section.

4. Whenever an Army inspector attempted to reject material he was always met with an argument where the matter involved was important to the company. His decisions were appealed to his supervisor, then, if necessary, to the assistant inspector in charge, then to the inspector in charge, then, if the inspector in charge would not accept the material, it was appealed to the technical adviser to the Air Forces on Wright engines, located at the company's parent plant in Paterson, N. J. Usually it was unnecessary to go further. In case even he would not approve it, however, there have been cases in which the company has gone to Wright Field. The committee found that the company, by following this procedure, was not only able to get almost anything past inspection, but also was able to convince the Army inspection force that it was futile to attempt to reject material over the objection of the company.

5. Army inspectors were refused access to precision instruments with which they might check suspected material. Their inspection was restricted to purely visual examination.

6. Army inspectors were denied rejection stamps of any kind and had no way to later identify or to follow up any material which they might have rejected.

The committee also found that the scale of wages paid Army inspectors was considerably below that of company personnel occupying equivalent positions. The low civil-service rating makes it difficult for the Army to build a large enough force of qualified men.

In addition to the situation existing in connection with Army personnel, the committee found cases in which the company inspectors had been subjected to pressure when they became insistent on rejecting material, and also cases in which inspectors had been reprimanded for calling defective material to the attention of Army Air Forces inspectors.

It has been offered as a defense that although some rules were violated and some material accepted which did not meet specifications, they were harmless incidents, since they did not result in a defective end product. Evidence presented to the committee, however, indicates the following:

1. Engines were built and sold to the Government which were leaking gasoline. The Chief of the Army's Engine and Propeller Unit testified before the committee unequivocally that no engine with any kind of a gas leak should be passed.

2. Unsafe material has been discovered in completed engines ready for shipment.

3. The company's own reports from its field representatives indicate that these parts had failed in a substantial number of cases.

4. A substantial number of airplanes using this engine have had crashes in which engine failures were involved. This is also true of other engines, some of which have had higher accident records. But sound conclusions as to causes of air accidents cannot be drawn from the statistics available, (1) because in major accidents the planes are usually destroyed and the pilots killed, and (2) because it is usually impossible to be certain whether an engine failure resulted from faulty engineering, materials, maintenance, or inspection. Moreover, the Army board of investigation has concluded that most of the derelictions and defective practices occurred during the several months immediately preceding the committee's investigation, so that accident statistics would not have been affected. Also, the Army is checking all engines produced during that period to prevent accidents from occurring.

5. More than 25 percent of the engines built at the plant have consistently failed

in one or more major parts during a 3-hour test run.

6. Spare parts were shipped without proper inspection. In fact it was entirely possible to have parts go out as spares with no inspection at all. Since these parts came from the same stores as those which were built into engines, it is reasonable to assume that they would be defective in about the same proportion.

7. Records furnished the committee by the Army Air Forces as being complete show that while this plant has been producing engines since 1941, it has been impossible, so far, to complete successfully a required 150-hour quality test. Of three such tests run, one engine failed in less than 28 hours, the second in less than 33 hours, while the third completed the full run. The latter, however, was in such condition at that time that it was considered definitely unsatisfactory.

The above evidence that the Air Force personnel in charge of inspection at the plant in effect abetted the company in these practices is corroborated by the conduct of certain Air Force officials during the committee's investigation. These officials, apparently led by the chief inspector for the Army Air Forces, Lt. Col. Frank C. Greulich, made specific and material misrepresentations to the committee, attempted to intimidate witnesses, introduced evidence prepared specially for the purpose, designed to discredit witnesses, made misstatements under oath, and otherwise attempted to impede the committee's investigation.

Colonel Greulich specifically told the committee that one report had been made orally and not in writing, and that another report which he admitted was made in writing had never been seen by him. Both reports, in writing, had been seen by Colonel Greulich and bore very importantly on the conditions at the plant. Both referred to vigorous and detailed complaints which had been made by inspectors on duty there. Colonel Greulich specifically told the committee that the author of one of these reports, a Maj. Walter A. Ryan, would be found in Detroit at a time when Colonel Greulich well knew that Major Ryan was with him in Washington and immediately available to appear before the committee. Colonel Greulich intercepted the author of another of these reports when he came to see the committee at Cincinnati, and actually took the report from the person carrying it before it could be delivered to the committee. The committee witnessed the unpleasant spectacle of a lieutenant colonel, a major, and several high civilian officials telling entirely different and contradictory stories about a meeting which all had attended. This meeting was one at which it was agreed to penalize an inspector who had made an honest report of an investigation of conditions at the plant. The committee had the further unpleasant experience of being handed an alleged personnel file concerning four inspectors who had been removed from their duties at the plant because they insisted on rejecting defective material. The file purported to be a record of their past employment, and was alleged to show that the men involved had been troublemakers. On inspection it appeared that the entire file had been prepared just a day or two before the hearing and was not a regular file of their employment at all.

On returning to Washington after its hearings in Cincinnati, the subcommittee reported to the full committee, which determined to turn the testimony over to the Army officials so that immediate corrective measures might be taken. Subsequently, the Army Air Forces conducted its own investigation at the direction and under the supervision of the Assistant Secretary of War for Air. At the request of the Army Air Forces, the committee agreed to take no further action until the Army Air Forces

had had an opportunity to complete its investigation and institute such corrective measures as it found necessary. In the meanwhile Brig. Gen. Charles Branshaw was transferred from the western procurement district to take charge of the Air Forces Materiel Command.

The Army divided its investigation into two parts. Almost immediately a board was formed, headed by Lt. Gen. William S. Knudsen, to investigate conditions at the Wright Aeronautical Corp.'s plant at Lockland. This board, however, was not authorized to investigate the misconduct of Army officers who attempted to deceive the committee, nor was it authorized to take such misconduct into consideration in determining the motives of the persons involved. The question of misconduct was referred to the Office of the Air Inspector. However, 2 months expired after the matter had been investigated by this committee before the Air Inspector commenced an investigation of the matter. His investigation is now under way and has not yet been completed. The committee believes that misconduct of this character should be investigated promptly and that appropriate disciplinary action should follow immediately.

The special board appointed to investigate the situation at the plant went to work promptly. A preliminary report was made on April 17 and a final report on June 28, 1943.

In the main, the Army's Board of Investigation made the same findings of fact as the committee. There is, however, some disagreement as to the interpretation of the facts, and particularly as to the seriousness of the acts committed and the culpability of the individuals involved. With such interpretation the committee cannot agree.

The Army, for instance, in its final report has stated:

"There is no question but that careless inspection existed throughout the plant. Added to this was the limited training and lack of experience of inspectors in general, and the efforts of the company to meet an ever-increasing production schedule. All these conditions, united, led to a very serious situation, which was the possibility of defective engines being shipped. Realizing this possibility, the morale of both company and Government personnel became impaired. Government inspectors testified that there was a noticeable increase in the number of parts being accepted as usable and safe, although beyond tolerance limits, and the number of such parts steadily increased. During the investigation, and as a direct result of it, this trend was completely arrested and conditions improved to an extent which was amazing. Every effort should be made to insure that this improvement will be maintained."

But then the Army qualifies the findings by stating:

"In spite of the feeling among some in the plant that many defective engines must necessarily be shipped because of poor inspection, this was not substantiated either by investigation or by the service records produced by the Army Air Forces. The record of engines in service which were assembled at Lockland, Ohio, prior to the period during which it is found that there was unsatisfactory inspection, compares favorably with the record of other types. It must be remembered that after parts are inspected, they are tested after assembly into engines and these tests reveal defects not discovered during inspection. Defects may appear during service which even the most rigid inspection and tests will fail to reveal."

This conclusion is primarily the result of wishful thinking. The evidence is clear that all defects are not found in the course of testing engines, even under the best of conditions, and at the Lockland plant the tests were not properly conducted and the check

on parts after the test was frequently dishonest.

It is interesting to compare this final judgment of the Board that "careless inspection existed throughout the plant" but that "in spite of the feeling among some in the plant that many defective engines must necessarily have been shipped because of poor inspection, this was not substantiated" with the preliminary findings of the Board rendered on April 17 that—

"Unsafe material has been discovered in completed engines ready for shipment. Whether this is deliberate or caused by a lack of knowledge has not yet been determined by this investigation. There is no testimony to the effect that the management has encouraged production of unsafe material. There is ample testimony that the company stresses quantity production."

The Board's tendency to minimize rather than see the broad implications of the situation is demonstrated by its handling of the charge that testing of the hardness of gears was faked. Such testing is made on a machine. Testimony before the committee indicated that readings within four points of minimum requirements were falsely brought up to the minimum and that all gears were reported as having the proper maximum.

The Board found that only one operator was doing this and that she had received—"Incorrect instruction as to what to accept and what to reject as a result of the Rockwell tests from a coworker, who is no longer in the employ of the Wright Aeronautical Corp. This operator is no longer in the gear department. This was a very unsatisfactory condition and emphasizes the need for competent instruction to inspectors."

The Board's findings ignored the fact that the practice of making false records of the Rockwell test readings was open and notorious. It was freely reported to the committee by witnesses who were willing and even anxious to bring this condition to light, yet no notice had been taken of it by either Army or company officials at the plant. With respect to the testimony before the committee that Government inspectors were neither furnished with precision instruments for inspecting parts nor allowed to use company instruments, the Board had the following to say:

"It is true that Government inspectors are not equipped with precision instruments and measuring devices. The contractor is obliged to furnish all necessary equipment of this nature and such equipment may be used by either company or Army personnel. This practice has been followed by this contractor."

"The Army Air Forces chief inspector, stationed at the plant, issued instructions to the Army Air Forces inspectors that they were not to use these machines. This action was taken because he did not consider them proficient in the use of the machines. As a result of the investigation this condition has been corrected."

"The consensus of those interviewed indicates that no difficulty has been experienced in connection with the use of the various measuring devices used in the plant. Some misunderstanding arose over the order restricting Army Air Forces personnel from using instruments such as the Red-Liner and the Profilometer, and also from the order requiring the use of the form known as the blue order. However, it appears that good judgment was used in the issuance of both these orders, since trained personnel is required to operate these machines. It is desirable that only those individuals familiar with the operations of the machine be permitted to use it, and the use of the blue order provides for a more orderly system of operation and prevents repeated interruption of the operations of the individual working

one of those machines by Army Air Forces inspectors desiring to have certain parts immediately checked."

It is obvious that the inspectors of the War Department were entirely unable to make proper inspections as a result of the order forbidding them to use the apparatus at hand. They were also forbidden even to watch company employees make tests on Red-Liners and other specialized machines. Nonetheless the Board has concluded that the chief inspector exercised good judgment in the issuance of these orders. Taken in connection with all the other evidence in this case, it is impossible to see how this conclusion could have been reached.

At one point of its report the Board, while admitting that the company repeatedly appeals from rejections by Army inspectors to their superiors and even to the Army's technical adviser on Wright engines who was stationed at Paterson, N. J., states that this procedure is expected and acceptable to the Army Air Forces.

But at another point in the report the Board agrees with the committee that "there is prevalent among both Government and company inspectors the feeling that considerably less difficulty will be encountered if they pass a questionable part than will be encountered if they reject a questionable part. It is reasonable to believe that the easier course was frequently followed."

"This was an unhealthy situation and it is well the Truman committee brought it to light."

The Board agrees that one of the reasons for this condition is that Government inspectors are frequently overruled by their superiors, and frequently cautioned and threatened about the possibility of their being transferred if they reject too many parts.

The Board agrees with the committee that Government inspectors at the plant did not have stamps with which properly to identify rejected material. The Board promptly corrected this condition and ordered the use of such stamps. Nevertheless, despite the fact that the use of such stamps is commonly accepted as a proper inspection practice, the Board concluded as follows:

"Sometime before the establishment of the plant in Lockland, Ohio, the chief Government inspector at the Paterson, N. J., plant abolished the use of rejection stamps by Government inspectors at that plant. This action was taken at the request of the company. The reason was that even though parts were rejected by the Government, they were still usable and could be sold and were sold to commercial accounts and to foreign governments. The company naturally objected to a reject stamp being placed on these parts, because it was an obstacle in the sale of them to other parties than the United States Government. The reason did not appear to be clear in the minds of some company and Government inspectors and resulted in a feeling that the elimination of the use of rejection stamps was an effort to pass inferior material."

"This investigation disclosed no basis for this assumption."

Despite all of the evidence in the case warranting a clear inference to the effect that the management did not encourage the production of safe material, but stressed only quantity production with the idea of "getting it by," the Board concluded:

"There has been no testimony to the effect that management, or those responsible for management, encouraged production of unsafe material."

In general it may be stated that the Board's report is accurate in the matter of stating facts but assumes an unnecessarily defensive attitude. The committee calls attention to the fact that the inspection made by the Board of Investigation was made 1 week after the committee had conducted its investigation and taken the sworn testimony,

and after the most flagrant derelictions had been called to the attention of Wright Aeronautical Corp. and had in part been corrected.

Thereafter, additional corrective measures of a procedural nature were put into effect. They should assure that the defects are caught before the lives of aircraft crews are imperiled. Engines in storage are being thoroughly checked before they are used. These were designed to provide additional guaranties of quality production. In addition, the Army Air Forces has undertaken to trace every engine which was shipped from the plant during the period in which the Army Air Forces believes the unsatisfactory conditions existed. The location and examination of these engines should go far to minimize the possibility of defective engines getting into service.

When the subcommittee completed its hearings at Cincinnati, it appeared that the record contained information which should be acted upon by the Department of Justice. Consequently the hearings and other material were made available to the War Frauds Division. Subsequently, the War Frauds Division was kept informed of developments. The complete files of the committee on the matter have now been referred to the War Frauds Division for such action as is deemed warranted.

The committee is of the opinion that the Lockland plant is a glaring example of the concentration of contracts in large plants with inexperienced management trying to get out a large production on a fixed-price contract and ruthlessly slashing quality to maintain production and schedules in the face of excessive production costs caused by poor management. The company has been furnished with the finest plant and machinery available at Government expense. By permitting defective materials to be passed and by permitting variations to be made from blueprint tolerances without changing the specification, the Government also maintained the myth of precision manufacture for the benefit of a company which was awarded its contracts because of the reputation for such precision it had earned as a result of its prewar production record.

Curtiss-Wright cargo planes

The committee is informed by the War Department that the Curtiss-Wright C-46 cargo plane, known as the Commando, is proving satisfactory in service. While to date, the Douglas C-47 (DC-3 type) has been the backbone of the Army's transport operations, it is expected that the future contribution of the C-46 will be very great.

The Curtiss-Wright Corp. also has large contracts to produce the C-76 cargo plane, which is a medium-sized plane of wooden construction. Plans were to produce it at Louisville, Ky., by Curtiss-Wright and at New Orleans, La., by Higgins Industries, Inc. The committee understands that the prototype of this plane cracked up in May of this year due to difficulties with respect to the tail of the plane. Curtiss-Wright is behind schedule and will be until such difficulties can be eliminated. Until that is done Higgins Industries, Inc., will be forced to mark time. This is especially true as Curtiss-Wright refrained from delivering the drawings to Higgins Industries at the time scheduled, assigning as the reason that it did not want to deliver them until it had overcome the difficulties which it was having. The committee is informed that many of such drawings have recently been delivered.

Conclusion as to Curtiss-Wright

The committee is disappointed at the overall performance of Curtiss-Wright. It believes that through the excessive ability and zeal of its salesmen and the extent and nature of the relations which it has built up with the War and Navy Departments through the years preceding the war, it received too

many contracts with the result that its engineering departments and skilled personnel were spread too thin. On several occasions contracts were awarded to it which even the officers of the corporation believed would overload its facilities. The War and Navy Departments have shown a tendency, in other cases as well as this one, to multiply the proposed output of a plant instead of seeking additional sources of supply. In addition, the committee believes that Curtiss-Wright was guilty of gross negligence in not ascertaining and correcting the inspection difficulties at the Lockland engine plant, despite the fact that it knew that the safety of pilots and crews of aircraft were dependent thereon.

Members of Congress have been constantly advised by the Army and Navy that they and they alone were capable of procuring safe and satisfactory material for the fighting forces and that for that reason no civilian agency should ever have anything to say with reference to such matters.

Conditions at these plants therefore lead the committee to recommend that the Army and Navy officials interest themselves more earnestly in the procurement of quality material for our fighting services than in trying to bolster up the production at the expense of quality of plants that fail in this respect, regardless of the long past history of the parent corporation.

However, the committee desires to emphasize that extensive steps have been taken by Curtiss-Wright and by the Army to assure that proper inspection is made and that defective parts are not placed in engines where they would imperil the safety of those using the engines. These steps were taken as a direct result of the committee's investigation and only after both Curtiss-Wright and the Army had conducted unsatisfactory preliminary investigations, since repudiated by them, in which they reached the conclusion, now admitted to be erroneous, that with minor exceptions inspection was properly conducted.

However, it must be borne in mind that despite its difficulties and failings Curtiss-Wright has, like all corporations, made signal contributions to the war effort. It has produced hundreds of millions of dollars of war goods. Its engines, airplanes, and propellers, although not always of the best, have been usable and have been of great value at the fighting fronts. Some of its products have been exceptionally good, and its performance taken as a whole has been creditable. The company and those employed by it should continue the work which they have started to correct the defects referred to in this report so that the company may continue to merit the high reputation which it previously had obtained as a producer of fine airplanes and engines.

Because of the difficulties and defects which are referred to in this report, the committee recommends to the War Department that it take prompt and effective action to renegotiate the contracts of Curtiss-Wright. The fees and prices agreed to be paid by the Government were to be paid for management which was represented to the Government to be the finest in the world. As indicated by the above, in some cases such management was not in fact delivered to the Government and consequently should not be paid for by it.

HELICOPTERS

Very great progress has been made in the past 18 months in the development of the helicopter, a new type of aircraft. The first flights were made in 1940 and were limited to an altitude of just a few inches. Even as late as early 1942 the longest flight which had been made was less than 1 mile from the point of departure and the highest altitude which had been reached was 100 feet. The only successful American helicopters to date

have been built under the direction of Igor Sikorsky, of United Aircraft Corp., who deserves great credit for his work in this field.

Under the contract between the United Aircraft Corp. and the War Department the first helicopter built for military service, the XR-4, was manufactured at a cost of \$260,000, of which the War Department provided \$60,000. The XR-4 first flew on January 14, 1942, at Bridgeport, Conn., and was the first model capable of rising several thousand feet with a very respectable cruising radius and, for helicopters, a large load-carrying ability.

Subsequent tests of the XR-4 have established the practicability of the helicopter and opened the way for the utilization of its unusual advantages for many war purposes. Its great advantage is in its ability to take off and land vertically. This is due to the fact that helicopters, unlike autogyros with which they are frequently confused even by high naval officials, have no propeller, but rely on their rotor for their propulsion and control, as well as for their lift. Autogyros have a rotor also, but they are more like orthodox airplanes in that they use a propeller and the rotor serves in place of the conventional wing. They can take off vertically and climb for a very short distance, but they cannot land vertically. Autogyros have been used for many years with some success in limited fields, but fundamentally they possess the disadvantages of both conventional airplanes and helicopters without fully achieving all of the advantages of either type.

It has been demonstrated that in addition to its ability to rise and descend vertically, the helicopter can hover in a stationary position at various distances from the ground. As a result, objects can be loaded and unloaded while the helicopter remains stationary just a few feet off the ground. Passengers have entered and left the machine under the same circumstances. The advantages of this performance are obvious in that it can perform many missions over land or water even under circumstances which would not allow a landing to be made. Because it needs no run for either take-off or landing, the helicopter equipped with pontoons can land on water, land, swamps, or on almost any conceivable surface. This makes even the most inaccessible locations easy to reach. The importance of this cannot be overestimated. Using helicopters, it would be possible to reach wounded soldiers in almost any location, regardless of how inaccessible it might be to other forms of transportation. The hours and sometimes days saved in transporting them to where they can receive medical care would, in many instances, mean the difference between life and death. In addition, it seems entirely probable that the helicopter could be used to remove shipwrecked sailors from rafts under sea conditions which would not allow them to be reached by any other type of aircraft.

In addition to the humanitarian lifesaving uses referred to above, the helicopter is considered to have many other important war uses. It is contemplated that ground forces will use it for communications, for carrying personnel, messages, and other articles, for artillery spotting, and for other observation purposes.

It has been demonstrated that the helicopter can be operated satisfactorily under most conditions from the deck of a ship. On May 6 and 7, 1943, through the cooperation of the War Shipping Administration, the Army Air Forces, and the Coast Guard, tests were conducted which proved the feasibility of operation from a platform on a ship. These tests were conducted in Long Island Sound on a tanker. The deck used was not specially built but was a deck which had been used for cargo-carrying purposes and which had a clear space only 14 feet greater than the whirling helicopter rotor.

Under relatively calm water conditions 24 take-offs and landings were made while the ship was at anchor, while steaming up to 16 knots in a wind of more than 20 miles per hour, and while sailing with the wind and cross wind.

The demonstrated ability of the helicopter to operate from a small deck points to the possibility of its successful use in conveying merchant vessels. At present, submarines are most dangerous to merchant ships in those areas where it is impossible to provide protection by aircraft—the centers of the oceans. Where aircraft protection is available, the sinkings are materially less. If the helicopter carried on merchant ships can bridge this gap, it will furnish a great contribution in the antisubmarine warfare.

In order that it may operate to the best advantage, it is necessary that the submarine be able to operate on the surface a portion of the time. This is necessary to enable it to make sufficient speed to overtake convoys, for the comfort of its crew, and in case of older models, to charge the batteries. Even if the helicopter could not carry enough bombs actually to engage the submarine in combat, the helicopter would be performing a valuable service if it were able only to patrol for the purpose of spotting submarines and forcing them to remain submerged in the areas surrounding the convoy.

For the protection of convoys, the Navy has relied on its plans to provide escort carriers to protect the ships from submarines. When these carriers are available, they should make a substantial contribution to the defeat of the submarine. Planes from escort carriers will have a big advantage over helicopters in that they will be able to carry much larger quantities of depth bombs and be able to carry more detection and other equipment over greater distances.

On the other hand, helicopters would still have the great advantage of being able to hover, whereas the regular plane must operate at a speed at which it is more difficult to see a submarine and which often causes it to overshoot the target. The ability of a submarine to crash dive within a few seconds makes it difficult for the aircraft to return and bomb it before it has succeeded in escaping below the surface.

Because of the greater speed and weight-carrying capacity of the conventional carrier-based plane, the Navy in 1937 decided that it was not interested in the possibilities of developing rotary-wing aircraft. The only successful rotary-wing aircraft at that time was, of course, the autogyro. Although the helicopter was then not in existence, the factors which led the Navy to decide that it was not interested in autogyros would have applied as well to the helicopter, since the Navy in reaching this conclusion stated officially that in its consideration it had assumed perfection in rotary-wing aircraft. In reaching this conclusion, it was decided that even if one were built with the ability to hover motionless and arise and descend vertically, it still would have no really worth-while advantages for the Navy.

The Navy's conclusion was based primarily upon a consideration of such aircraft as substitutes for existing naval planes used for combatant purposes. The Navy decided, therefore, that it not only would not finance any attempt to build autogyros or other rotary-wing aircraft, but that it was not even interested in such craft beyond the possibility of noting the progress made by others.

It is evident that the Navy gave little consideration to the possible use of rotary-wing aircraft for combating submarines. In an official memorandum dated January 14, 1938, the conclusion was stated that:

"Rotoplanes might be of some use in anti-submarine work when operated from auxiliaries. This appears to be a minor application which hardly justifies expenditure of experimental funds at present."

It appears that this opinion still exists to some extent, at least in the minds of some Navy officials.

In June 1938, Congress passed a statute, usually referred to as the Dorsey Act, which authorized the expenditure of \$2,000,000 for research and development of rotary-wing aircraft. Because the Navy Department officially took the position that it had no real interest in the matter, the Dorsey Act placed the administration of these funds under the control and direction of the Secretary of War. The act, however, specifically authorized and directed the Navy Department to prepare and submit to the Secretary of War their plans and requirements for the development of rotary-wing aircraft. No such plans were submitted by the Navy Department, and its interest in the development has been passive at all times.

This attitude of official indifference on the part of the Navy Department continued, and an examination of the Navy files established that not only was the Navy not interested in experimentation in connection with rotary-wing aircraft, but that it resented what it regarded as external pressure to compel it to give the development consideration.

In sharp contrast to the lack of interest on the part of the Navy Department, the War Department took a very active interest in the development of the helicopter. Mr. Sikorsky ascribes a great deal of credit for the successful development of the helicopter to Col. H. F. Gregory of the Army Air Forces Materiel Command. Colonel Gregory has spent a large part of his time during the last several years working on the helicopter and is more familiar with it than anyone else outside of Sikorsky's own organization. Credit should also be given to Brig. Gen. F. O. Carroll, who, as Colonel Gregory's superior, encouraged him to continue his work with the helicopter.

Prior to the actual shipboard tests previously referred to under the direction of Colonel Gregory, landings and take-offs were made at Wright Field from a platform about 20 feet square, which was raised above the ground in simulation of a deck which might be available on a ship. These tests, plus the subsequent tests on Long Island Sound, have demonstrated the ability of the helicopter to operate from individual merchant ships. The Army Air Forces should be given credit for having gone outside its field to do experimental work in a field in which it should have been carried on by the Navy, but which, due to its lack of interest in the helicopter, the Navy failed to do. Had the Navy had any particular interest in the helicopter, there seems to have been no reason why the feasibility of deck landings could not have been tested at least 1 year earlier than they were. Even when such tests were finally made, there is no indication that the Navy had any part in the actual arrangements of the tests, nor that its representatives participated in any way except as spectators.

It is unfortunate that publicity stories have created the impression in the public mind that the Navy not only developed the helicopter, but even has helicopters in use as an antisubmarine weapon. The International Nickel Co., Inc., spent \$80,000 on nationwide advertising, approved by the Navy Public Relations Office, falsely stating that, "Today helicopters shadow subs." The fact is that the Navy today has no helicopters, nor until the last few weeks has any Navy officer flown one. The Navy is awaiting delivery of a helicopter procured by the Army and when it is delivered expects to make tests which were authorized by a directive dated February 15, 1943, which places the responsibility for such tests in the hands of the Coast Guard.

An examination of this directive indicates that the Navy required the helicopter to do the following:

- (a) Carry a one-man crew with parachute and life raft.
- (b) Carry transmitting and receiving radio capable of a minimum range of 100 miles.
- (c) Endurance of 4 hours.
- (d) Minimum instruments to be provided for instrument flight.

Previous to this directive the requirements of performance which the Navy indicated as an absolute minimum were in excess of what known helicopters could do. While this directive reduces the requirements somewhat, it is probable that they will be greater than the maximum which any helicopter yet constructed can perform.

Although it may be that the present helicopter cannot carry as great a load as is desired, Mr. Sikorsky has indicated that it can carry a 200-pound bomb in addition to necessary crew, fuel, and so forth. This should have some value and should be utilized. In the meantime, larger helicopters are under development, and such work should be continued.

The publicity previously referred to arose by reason of an alleged misquotation of statements made in a speech by the Navy's director of public relations. Such statements were made between the time when the Navy received the committee's report on shipping, which contained a recommendation that the Navy take an active interest in helicopters, and the time when the report was made available to the public. The statements were based upon a reading of a brief article in the London Illustrated News and were in no sense based upon the official information of the Navy. The impression created upon the public minds was unfortunate.

The committee believes that the Navy Department should not only not be complimented for any development work on the helicopter, but on the contrary should be censured for not having shown more active interest in its development. Since the Navy has shown so little interest in its development, it seems desirable that consideration be given to placing the program for the development and procurement of helicopters for use in convoy protection in the hands of one of the agencies such as the Coast Guard or the War Shipping Administration, which are directly concerned with the protection of such shipping and which have shown a much greater interest in the use of the helicopter for this purpose.

AIRCRAFT ACCIDENTS

In addition to the foregoing the committee has been engaged in a study of military plane crashes and at a subsequent date will report on this subject. The committee is concerned about the large number of such casualties, particularly in noncombat operational flights in this country.

MESSAGE FROM THE HOUSE

A message from the House of Representatives, by Mr. Maurer, one of its reading clerks, announced that the House insisted upon its amendment to the bill (S. 592) for the relief of the estate of James Arthur Wilson, deceased, disagreed to by the Senate; agreed to the conference asked by the Senate on the disagreeing votes of the two Houses thereon, and that Mr. McGehee, Mr. Coombs, and Mr. Case of New Jersey were appointed managers on the part of the House at the conference.

The message also announced that the House had disagreed to the amendment of the Senate to the bill (H. R. 1031) for the relief of Matthew Mattas; asked a conference with the Senate on the disagreeing votes of the two Houses thereon, and that Mr. McGehee, Mr. GRANA-

HAN, and Mr. BYRNES of Wisconsin were appointed managers on the part of the House at the conference.

The message further announced that the House had severally agreed to the amendment of the Senate to the following bills of the House:

H. R. 1606. An act for the relief of Ethel Farkas, Julius Farkas, and legal guardian of Terez Farkas;

H. R. 1668. An act for the relief of Mrs. Mary Ellen Keegan Herzog, Francis James Keegan, and Sgt. John Keegan; and

H. R. 3291. An act to provide for an adjustment of salaries of the Metropolitan Police, the United States Park Police, the White House Police, and the members of the Fire Department of the District of Columbia, to conform with the increased cost of living in the District of Columbia.

The message also announced that the House had severally agreed to the amendments of the Senate to the following bills of the House:

H. R. 842. An act for the relief of Mrs. Sadie L. Dance, Michigan Millers Mutual Fire Insurance Co., and State Farm Fire Insurance Co.;

H. R. 1309. An act to provide reimbursement for personal property lost, damaged, or destroyed as the result of an explosion at the Naval Air Station, Norfolk, Va., on September 17, 1943;

H. R. 2336. An act for the relief of Osborne E. McKay; and

H. R. 3118. An act to amend section 100 of Public Law No. 346, Seventy-eighth Congress, June 22, 1944, to grant certain priorities to the Veterans' Administration, to facilitate the employment of personnel by the Veterans' Administration, and for other purposes.

ENROLLED BILLS AND JOINT RESOLUTIONS SIGNED

The message further announced that the Speaker had affixed his signature to the following enrolled bills and joint resolutions, and they were signed by the President pro tempore:

H. R. 44. An act to amend the act entitled "An act to provide for the disposal of certain records of the United States Government."

H. R. 852. An act for the relief of Betty Jane Ritter;

H. R. 1007. An act for the relief of Mrs. Beatrice Brown Waggoner;

H. R. 1003. An act for the relief of Mrs. Harriette E. Harris;

H. R. 1601. An act for the relief of Dorothy M. Moon;

H. R. 1647. An act to authorize the Secretary of War to convey to the Captain William Edmiston Chapter of the Daughters of the American Revolution a certain building and tract or parcel of land situated in Montgomery County, Tenn.;

H. R. 1917. An act for the relief of John R. Jennings;

H. R. 2060. An act for the relief of D. W. Key;

H. R. 2477. An act to give recognition to the noncombatant services under enemy fire performed by officers and enlisted men of the Medical Corps of the Army;

H. R. 2515. An act for the relief of Harland Bartholomew and Associates;

H. R. 2685. An act to reimburse certain naval personnel and former naval personnel for personal property lost or damaged as a result of a fire in the bachelor officers' quarters, known as Macqueripe Annex, located at the United States naval operating base, Trinidad, British West Indies, on June 11, 1944;

H. R. 2856. An act to provide for better enforcement of law within the District of Columbia, and for other purposes;

H. R. 2995. An act to amend an act entitled "An act to create a revenue in the District of Columbia by levying a tax upon all dogs therein, to make such dogs personal property, and for other purposes," approved June 19, 1878, as amended;

H. R. 3024. An act making appropriations for the Department of the Interior for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3118. An act to amend section 100 of Public Law No. 346, Seventy-eighth Congress, June 22, 1944, to grant certain priorities to the Veterans' Administration, and for other purposes;

H. R. 3199. An act making appropriations for the Department of Labor, the Federal Security Agency, and related independent agencies, for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3201. An act to amend the District of Columbia Alley Dwelling Act, approved June 12, 1934, as amended;

H. R. 3257. An act to remove restrictions to the appointment of retired officers of the United States Public Health Service or retired civilian employees of the United States Government or District of Columbia government as Superintendent of Gallinger Municipal Hospital in the District of Columbia, and for other purposes;

H. R. 3266. An act to amend the Federal Food, Drug, and Cosmetic Act of June 25, 1938, as amended, by providing for the certification of batches of drugs composed wholly or partly of any kind of penicillin or any derivative thereof, and for other purposes;

H. R. 3269. An act further amending the part of the Act entitled "An Act making appropriations for the naval service for the fiscal year ending June 30, 1921, and for other purposes", approved June 4, 1920, as amended, relating to the conservation, care, custody, protection, and operation of the naval petroleum and oil-shale reserves;

H. R. 3287. An act to authorize the attendance of the Marine Band at the national encampment of the Grand Army of the Republic to be held at Columbus, Ohio, September 9 to 14, inclusive, 1945;

H. R. 3436. An act providing for a medal for service in the armed forces during the present war;

H. R. 3550. An act making appropriations for the Military Establishment for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3579. An act making appropriations to supply deficiencies in certain appropriations for the fiscal year ending June 30, 1945, and for prior fiscal years, to provide supplemental appropriations for the fiscal years ending June 30, 1945, and June 30, 1946, to provide appropriations for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3607. An act to authorize the President to appoint Gen. Omar N. Bradley to the office of Administrator of Veterans' Affairs, without affecting his military status and perquisites;

H. J. Res. 202. Joint resolution reducing certain appropriations available in the fiscal year ending June 30, 1945; and

H. J. Res. 215. Joint resolution authorizing the production of petroleum for the national defense from Naval Petroleum Reserve No. 1.

ADJOURNMENT TO FRIDAY

Mr. McMAHON. Mr. President, in accordance with the previous order of the Senate, I move that the Senate adjourn until Friday next.

The motion was agreed to; and (at 3 o'clock and 32 minutes p. m.) the Senate adjourned, the adjournment being, under the order previously entered, until Friday, July 6, 1945, at 12 o'clock meridian.

NOMINATIONS

Executive nominations received by the Senate July 3, 1945:

FEDERAL HOUSING COMMISSIONER

Raymond Michael Foley, of Michigan, to be Federal Housing Commissioner in the National Housing Agency for the unexpired term of 4 years from June 30, 1942, vice Abner H. Ferguson, resigned.

COLLECTOR OF INTERNAL REVENUE

Farrell D. Coyle, of Apponaug, R. I., to be collector of internal revenue for the district of Rhode Island, to fill an existing vacancy.

COAST AND GEODETIC SURVEY

Emerson E. Jones to be a junior hydrographic and geodetic engineer with rank of lieutenant, junior grade, in the Coast and Geodetic Survey, from the 11th day of July 1945.

IN THE NAVY

Civil Engineer Charles T. Dickeman to be a civil engineer in the Navy, with the rank of commodore, for temporary service, to continue while serving as officer in charge of a naval construction brigade, and until reporting for other permanent duty.

IN THE MARINE CORPS

Brig. Gen. Harry K. Pickett to be a major general in the Marine Corps, for temporary service, from the 22d of June 1945.

Brig. Gen. Raymond R. Wright to be a major general in the Marine Corps, for temporary service, from the 22d day of June 1945.

Col. Robert H. Pepper to be a brigadier general in the Marine Corps, for temporary service, from the 22d day of June 1945.

CONFIRMATIONS

Executive nominations confirmed by the Senate July 3, 1945:

UNITED STATES PUBLIC HEALTH SERVICE

APPOINTMENTS IN THE REGULAR CORPS

To be surgeons, effective date of oath of office

Frank F. Furstenberg
H. van Zile Hyde

To be senior surgeon, effective date of oath of office

Alonzo F. Brand

To be medical director, effective date of oath of office

James A. Doull

To be junior assistant nurse officers, effective date of oath of office.

Florence J. Ullman	Margaret M. Cahalan
Emile E. Wilson	Mary C. Larkin
Eunice Pace	Frances A. Vogel
Lois J. Anderson	Palma M. Goodnough
Geraldine D. Pass	Mary E. Becker
Jennie H. Rakich	Adele L. Henderson
Rita A. Foy	Vivian L. Gibson
Ursula K. Kengla	Mary E. Evans
Roberta C. Brave	Irene Evans
Jannine A. Djiejowski	Frances L. Tiller
Doris E. Porter	Anne K. Buck
Agnes M. Cullen	Mary F. Callan
Mildred Kinney	Dorothy L. Connors

To be assistant nurse officers, effective date of oath of office

Madeline Roller	Josephine T. Lamb
Loretta M. Schroll	Marion D. Moellenberg
Edith M. Hettema	Edith K. Davenport
Rose Guralnick	Mildred A. Logan
Mary A. Brimberry	Alice L. Fladeland
Edna L. Easterday	Amy L. Cawley
Rose V. Fortuna	Viola E. Householder
Gladys M. Crissman	Mary A. Rice
Mary Raprich	Lena V. Boothe
Jeannette E. Westlake	Hazel E. Owen

Aileen E. Hughes
Edwyna D. Draper
Lucile B. Ross
Caroline T. Bemberg
Florina T. Thleman
Gladys M. Ray

Ella E. Hanke
Madge Neill
Ruth Henton
Anne J. Lello
Loretta C. Parsons
Ruth N. Crawford

To be senior assistant nurse officers, effective date of oath of office

L. Dorothy Carroll	E. Doris Johnson
Agnes B. Bowe	Emily M. Smith
Margaret F. Knapp	Frances E. Taylor
Clarice M. Russell	Prudence J. Kowalske
Margaret J. Nichols	Grace I. Larsen
Dorothy Wittington	Catherine M. McDermott
Lillian A. Gardner	Amy E. Biglione
Martha M. Ball	Genevieve Soller
Evelyn E. Johnson	Elizabeth W. Carrico
Esther Finley	Alma Marlin
Mabelle J. Markee	Fern M. Dunn
Vivian A. Hayes	

To be nurse officers, effective date of oath of office

Lucile Petry	Mary E. Corcoran
Mary D. Forbes	Marie E. Wallace
Alice L. Rorrison	Florence H. Callahan
Pearl McIver	Jessie MacFarlane
Marion Ferguson	Lily C. Hagerman
Rosalie I. Peterson	Rosemary McCann

POSTMASTER

TENNESSEE

Frank Ensley, Neubert.

HOUSE OF REPRESENTATIVES

TUESDAY, JULY 3, 1945

The House met at 12 o'clock noon.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

Our Father, the spirit of thanksgiving is in our breasts and the words of praise upon our lips. We thank Thee for Him whose name is "Wonderful Counselor"; He expresses the utmost grandeur of spirit and the magnanimity of life. His words have come down to us through the world's prayers and through the world's conquests. O Thou who art the eternal light, we bring to Thee our dependence even as the night brings morning to the darkness.

O God, bless the land of our destiny and by Thy great might direct Thy people that we may put the reins of our lives into Thy hands, measuring up to the best type of manhood and womanhood. Give us clear insight and a deep sense of unworldly aims, prompted by disinterested benevolence, love for man, and the deepest reverence for our Lord. Clothe us with the marvelous fortitude of those immortal spirits who led our Nation in its infancy through blood and tears and brought a God-fearing people to the sublime heights of freedom; walking in the might of honor and uprightness, may we continue to commend ourselves to all the world.

The Lord bless you and keep you; the Lord make His face to shine upon you and be gracious unto you; the Lord lift the light of His countenance upon you and give you peace, both now and evermore. Amen.

The Journal of the proceedings of yesterday was read and approved.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Miller, one of his secretaries, who also informed the House that on the following dates the President approved and signed bills and a joint resolution of the House of the following titles:

On June 29, 1945:

H. R. 2416. An act authorizing the State of Alabama to lease or sell and convey all or any part of the Salt Springs land granted to said State by the act of March 2, 1819.

On June 30, 1945:

H. J. Res. 184. Joint resolution to continue the temporary increases in postal rates on first-class matter, and for other purposes;

H. R. 378. An act authorizing an appropriation to carry out the provisions of the act of May 3, 1928 (45 Stat. 484), and for other purposes;

H. R. 1044. An act for the relief of Marlin-Rockwell Corp. with respect to the jurisdiction of the Tax Court of the United States to redetermine its excessive profits for its fiscal year ending December 31, 1942, subject to renegotiation under the Renegotiation Act;

H. R. 2944. An act to continue in effect section 6 of the act of July 2, 1940 (54 Stat. 714), as amended, relating to the exportation of certain commodities;

H. R. 3059. An act authorizing the Postmaster General to continue to use post-office clerks and city letter carriers interchangeably;

H. R. 3232. An act to amend section 3 of the act entitled "An act to authorize the President to requisition certain articles and materials for the use of the United States, and for other purposes," approved October 10, 1940, as amended, for the purpose of continuing it in effect;

H. R. 3234. An act to amend the act entitled "An act to authorize the President of the United States to requisition property required for the defense of the United States," approved October 16, 1941, as amended, for the purpose of continuing it in effect;

H. R. 3306. An act making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of such District for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3395. An act to extend through December 31, 1945, the termination date under the Renegotiation Act; and

H. R. 2113. An act to amend the Federal Farm Loan Act, the Emergency Farm Mortgage Act of 1933, the Federal Farm Mortgage Corporation Act, the Servicemen's Readjustment Act of 1944, and for other purposes.

On July 2, 1945:

H. J. Res. 136. Joint resolution to provide for the establishment, management, and perpetuation of the Kermit Roosevelt Fund;

H. R. 688. An act to amend the joint resolution of January 27, 1942, entitled "Joint resolution to enable the United States to become an adhering member of the Inter-American Statistical Institute";

H. R. 802. An act for the relief of Camp No. 1, Alaska Native Brotherhood, Sitka, Alaska;

H. R. 892. An act for the relief of Madeline J. MacDonald;

H. R. 993. An act for the relief of Mrs. Ellen C. Burnett;

H. R. 1038. An act for the relief of Daniel B. Johnson;

H. R. 1055. An act for the relief of the Realty Bond & Mortgage Co. and Robert W. Keith;

H. R. 1058. An act for the relief of W. A. Smoot, Inc.;

H. R. 1059. An act for the relief of Leonard D. Jackson and Elsie Fowkes Jackson;

H. R. 1091. An act for the relief of Harold J. Grim;

H. R. 1243. An act for the relief of Mrs. C. J. Rhea, Sr.;

H. R. 1320. An act for the relief of M. Elizabeth Quay;

H. R. 1328. An act for the relief of Mrs. Cecilia M. Tonner;

H. R. 1453. An act for the relief of Edith M. Powell;

H. R. 1482. An act for the relief of the legal guardian of Samuel Wadford;

H. R. 1488. An act for the relief of Austin Bruce Bowen;

H. R. 1599. An act to confer jurisdiction upon the United States District Court for the Eastern District of Virginia to hear, determine, and render judgment upon the claim of Norfolk-Portsmouth Bridge, Inc.;

H. R. 1611. An act for the relief of Charles E. Surmont;

H. R. 1617. An act for the relief of Hugh M. Gregory;

H. R. 1677. An act for the relief of Hires Turner Glass Co.;

H. R. 1678. An act for the relief of Mrs. Ada Wert Illinico;

H. R. 1756. An act for the relief of the estate of the late Demetrio Caquias;

H. R. 1792. An act for the relief of the White Van Line, Inc., of South Bend, Ind.;

H. R. 1812. An act to authorize an award of merit for uncompensated personnel of the Selective Service System;

H. R. 1891. An act for the relief of the Grandview Hospital;

H. R. 2001. An act for the relief of Betty Ellen Edwards;

H. R. 2002. An act for the relief of Joseph Wyzynski;

H. R. 2003. An act for the relief of the legal guardian of Stewart Martin, Jr., a minor;

H. R. 2125. An act to amend the Canal Zone Code;

H. R. 2286. An act for the relief of Jane Thayer;

H. R. 2322. An act to provide for the issuance of the Mexican Border Service Medal to certain members of the Reserve Forces of the Army on active duty in 1916 and 1917;

H. R. 2552. An act to amend paragraph (c) of section 6 of the District of Columbia Traffic Act, as amended by act approved February 27, 1931;

H. R. 2700. An act for the relief of Alice Walker;

H. R. 2721. An act for the relief of the Tobey Hospital;

H. R. 2727. An act for the relief of the estate of Herschel Adams, deceased, and Pleas Baker;

H. R. 2730. An act for the relief of Mrs. Jane Strang;

H. R. 2754. An act to validate titles to certain lands conveyed by Indians of the Five Civilized Tribes and to amend the act entitled "An act relative to restrictions applicable to Indians of the Five Civilized Tribes of Oklahoma," approved January 27, 1933, and to validate State court judgments in Oklahoma and judgments of the United States District Courts of the State of Oklahoma;

H. R. 2839. An act to increase the salary of the executive secretary of the Nurses' Examining Board of the District of Columbia;

H. R. 2925. An act for the relief of Nelson R. Park;

H. R. 2949. An act to extend 5-year-level-premium-term policies for an additional 3 years;

H. R. 3074. An act for the relief of the heirs of Henry B. Tucker, deceased;

H. R. 3193. An act to permit waiving of the bonds of Navy mail clerks and assistant Navy mail clerks, and for other purposes; and

H. R. 3233. An act to permit members of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey, Public Health Service, and their dependents, to occupy certain Government housing facilities on a rental basis without loss of rental allowances.

MESSAGE FROM THE SENATE

A message from the Senate, by Mr. Frazier, its legislative clerk, announced that the Senate had passed without amendment bills and a joint resolution of the House of the following titles:

H. R. 44. An act to amend the act entitled "An act to provide for the disposal of certain records of the United States Government";

H. R. 715. An act to provide the transfer by the Secretary of War of the Roseburg Rifle Range, Douglas County, Oreg., to the Defense Plant Corporation, and for other purposes;

H. R. 852. An act for the relief of Betty Jane Ritter;

H. R. 1007. An act for the relief of Mrs. Beatrice Brown Waggoner;

H. R. 1008. An act for the relief of Mrs. Harriette E. Harris;

H. R. 1601. An act for the relief of Dorothy M. Moon;

H. R. 1647. An act to authorize the Secretary of War to convey to the Captain William Edmiston Chapter of the Daughters of the American Revolution a certain building and tract or parcel of land situated in Montgomery County, Tenn.;

H. R. 1917. An act for the relief of John R. Jennings;

H. R. 2060. An act for the relief of D. W. Key;

H. R. 2477. An act to give recognition to the noncombatant services under enemy fire performed by officers and enlisted men of the Medical Corps of the Army;

H. R. 2515. An act for the relief of Harland Bartholomew & Associates;

H. R. 2685. An act to reimburse certain naval personnel and former naval personnel for personal property lost or damaged as a result of a fire in the bachelor officers' quarters known as Macqueripe Annex, located at the United States naval operating base, Trinidad, British West Indies, on June 11, 1944;

H. R. 3266. An act to amend the Federal Food, Drug, and Cosmetic Act of June 25, 1938, as amended, by providing for the certification of batches of drugs composed wholly or partly of any kind of penicillin or any derivative thereof, and for other purposes;

H. R. 3269. An act further amending the part of the act entitled "An act making appropriations for the naval service for the fiscal year ending June 30, 1921, and for other purposes," approved June 4, 1920, as amended, relating to the conservation, care, custody, protection, and operation of the naval petroleum and oil-shale reserves;

H. R. 3287. An act to authorize the attendance of the Marine Band at the national encampment of the Grand Army of the Republic to be held at Columbus, Ohio, September 9 to 14, inclusive, 1945;

H. R. 3436. An act providing for a medal for service in the armed forces during the present war;

H. R. 3607. An act to authorize the President to appoint Gen. Omar N. Bradley to the office of Administrator of Veterans' Affairs, without affecting his military status and perquisites; and

H. J. Res. 215. Joint resolution authorizing the production of petroleum for the national defense from Naval Petroleum Reserve No. 1.

The message also announced that the Senate had passed bills and a joint resolution of the following titles, in which the concurrence of the House is requested:

S. 136. An act for the relief of the Oregon Caves Resort;

S. 401. An act for the relief of sundry fruit growers of the State of Delaware who sustained losses as the result of the fumigation of apples with methylbromide in order to comply with the requirements of the United

States Department of Agriculture relating to the Japanese beetle quarantine;

S. 559. An act to amend the act entitled "An act to provide for reimbursement of officers, enlisted men, and others, in the naval service of the United States for property lost, damaged, or destroyed in such service," approved October 27, 1943, so as to make the provisions thereof effective with respect to losses occurring on or after October 31, 1941;

S. 573. An act for the relief of Lee D. Hoseley;

S. 694. An act for the relief of Dan C. Rodgers;

S. 714. An act to amend the act entitled "An act to provide compensation for employees of the United States suffering injuries while in the performance of their duties, and for other purposes," as amended;

S. 729. An act for the relief of William Andrew Evans;

S. 762. An act for the relief of Everett McLendon, Sr., Mrs. Everett McLendon, Sr.; Mr. and Mrs. Everett McLendon, Sr., for the benefit of their minor daughter, Nadine McLendon, and Everett McLendon, Jr.;

S. 787. An act for the relief of Oliver Jensen;

S. 902. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire in a Quonset hut at Harrowbeer Airport, Yelverton, South Devon, England, on December 26, 1944;

S. 909. An act for the relief of Hugh Egan;

S. 929. An act for the relief of Henry H. Huffman and Mrs. Marie J. Huffman;

S. 985. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of fires occurring at various naval shore activities;

S. 986. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire in administration building at the naval air station, Bunker Hill, Ind., on December 28, 1944;

S. 994. An act for the relief of the Central Leaf Tobacco Co., Inc.;

S. 996. An act for the relief of Lt. (jg) William Augustus White, United States Naval Reserve;

S. 1007. An act for the relief of Mr. and Mrs. Edward P. Standley;

S. 1062. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire at the naval auxiliary air station, Pungo, Norfolk, Va., on February 13, 1945;

S. 1117. An act to authorize the Secretary of the Navy to convey Casa Dorinda estate in Santa Barbara County, Calif., to Robert Woods Bliss and Mildred B. Bliss; and

S. J. Res. 78. Joint resolution to provide for designation of the Veterans' Administration hospital at Crugers Park, Peekskill, N. Y., as "Franklin Delano Roosevelt Hospital."

The message also announced that the Senate had passed, with amendments in which the concurrence of the House is requested, bills of the House of the following titles:

H. R. 259. An act for the relief of Leo Gottlieb;

H. R. 1309. An act to provide reimbursement for personal property lost, damaged, or destroyed as the result of an explosion at the Naval Air Station, Norfolk, Va., on September 17, 1943; and

H. R. 3180. An act to impose certain restrictions on the disposition of naval vessels and facilities necessary to the maintenance of the combatant strength and efficiency of the Navy, and for other purposes.

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The message also announced that the Senate had—

Resolved, That the Secretary be directed to request the return from the House of the bill (H. R. 715) entitled "An act to provide the transfer by the Secretary of War of the Roseburg Rifle Range, Douglas County, Oreg., to the Defense Plant Corporation, and for other purposes."

The message also announced that the Senate agrees to the report of the committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate to the bill (H. R. 1308) entitled "An act for the relief of Sam Swan and Aily Swan."

The message also announced that the Acting President pro tempore has appointed Mr. BARKLEY and Mr. BREWSTER members of the joint select committee on the part of the Senate, as provided for in the act of August 5, 1939, entitled "An act to provide for the disposition of certain records of the United States Government," for the disposition of executive papers in the following departments and agencies:

1. Department of Agriculture.
2. Department of the Interior.
3. Department of Justice.
4. Department of the Navy.
5. Department of War.
6. Federal Deposit Insurance Corporation.
7. Federal Power Commission.
8. National Archives.
9. Office of Price Administration.
10. War Relocation Authority.

METROPOLITAN POLICE, UNITED STATES PARK POLICE, WHITE HOUSE POLICE, AND MEMBERS OF FIRE DEPARTMENT, DISTRICT OF COLUMBIA

Mr. RANDOLPH. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 3291), an act to provide for an adjustment of salaries of the Metropolitan Police, the United States Park Police, the White House Police, and the members of the Fire Department of the District of Columbia, to conform with the increased cost of living in the District of Columbia, with Senate amendments thereto, and concur in the Senate amendments.

The Clerk read the title of the bill.

The Clerk read the Senate amendments, as follows:

Page 2, after line 14, insert:

"Sec. 3. The provisions of this act shall not apply to pilots and marine engineers of the Fire Department whose salaries were increased by an act entitled 'An act to amend an act entitled "An act to fix the salaries of officers and members of the Metropolitan Police Force and the Fire Department of the District of Columbia," approved June —, 1945.'"

Page 2, line 15, strike out "3", and insert "4."

The SPEAKER. Is there objection to the request of the gentleman from West Virginia?

Mr. MARTIN of Massachusetts. Reserving the right to object, Mr. Speaker, will the gentleman from West Virginia explain the amendments?

Mr. RANDOLPH. The House passed the legislation to bring about an adjust-

ment in pay for the Metropolitan Police, the United States Park Police, the White House Police, and the members of the Fire Department of the District of Columbia.

Prior to that act we had passed legislation in the House to take care of five marine engineers who were in the Fire Department. Both bills went to the Senate. We agreed to the specific bill for the five marine officers. The Senate, in passing the legislation, put a limitation upon the amount of pay which could be given to these five marine engineers. Rather than ask for a conference between the Senate and the House on the bill, I have talked to the men in question and to Chief Stephen T. Porter, of the Fire Department, and I would like to take care of the matter in this way rather than to handle it in conference. There are only five individuals concerned.

I would like to concur in the Senate amendments so that the bill might go the White House, in view of the large number of employees otherwise involved.

Mr. DIRKSEN. Reserving the right to object, Mr. Speaker, I do believe that the amendment of the Senate does render some injustice to the gentlemen in question, even though there are only five of them. I would prefer that the bill should go to conference. I believe I must object to the concurrence of the House in the amendments of the Senate, so that the bill can go to conference.

Therefore, Mr. Speaker, I object.

The SPEAKER. Objection is heard.

DISPOSITION OF NAVAL VESSELS

Mr. VINSON. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 3180) to impose certain restrictions on the disposition of naval vessels and facilities necessary to the maintenance of the combatant strength and efficiency of the Navy, and for other purposes, with a Senate amendment, and agree to the Senate amendment.

The Clerk read the title of the bill.

The Clerk read the Senate amendment.

Mr. VINSON. Mr. Speaker, I withdraw the request for the time being.

JAMES ARTHUR WILSON, DECEASED

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (S. 592) for the relief of the estate of James Arthur Wilson, deceased, together with a House amendment, insist on the House amendment and ask for a conference.

The SPEAKER. Is there objection to the request of the gentleman from Mississippi? [After a pause.] The Chair hears none, and appoints the following conferees: Mr. McGEHEE, Mr. COMBS, and Mr. CASE of New Jersey.

MATHEW MATTAS

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 1031) for the relief of Mathew Mattas, with a Senate amendment thereto, disagree to the Senate amendment and ask for a conference.

The SPEAKER. Is there objection to the request of the gentleman from Mississippi? [After a pause.] The Chair hears none, and appoints the following conferees: Mr. McGEHEE, Mr. CARNAHAN, and Mr. BYRNES of Wisconsin.

OSBORNE E. MCKAY

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 2336) for the relief of Osborne E. McKay, with Senate amendments thereto, and concur in the Senate amendments.

The Clerk read the title of the bill.

The Clerk read the Senate amendments, as follows:

Page 1, line 6, after "Reserve", insert "retired."

Page 1, line 8, after "McKay", insert "and his wife."

Page 1, line 10, strike out all after "sustained", over to and including "Zone", in line 2, page 2, and insert "by them as the result of a fire which occurred in the hold of the United States Army transport *James Parker* at pier 6, Cristobal, Canal Zone, on November 10, 1942."

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

The Senate amendments were agreed to.

A motion to reconsider was laid on the table.

MRS. MARY ELLEN KEEGAN HERZOG ET AL.

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 1668) for the relief of Mrs. Mary Ellen Keegan, Herzog, Francis James Keegan, and Sgt. John Keegan, with a Senate amendment thereto, and agree to the Senate amendment.

The Clerk read the title of the bill.

The Clerk read the Senate amendment, as follows:

Page 2, lines 1 and 2, strike out "supervision of the Forest Service" and insert "the jurisdiction of the National Park Service, Department of Interior."

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

The Senate amendment was agreed to. A motion to reconsider was laid on the table.

MRS. SADIE L. DANCE ET AL.

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 842) for the relief of Mrs. Sadie L. Dance, Michigan Millers Mutual Fire Insurance Co., and State Farm Fire Insurance Co., with Senate amendments thereto, and agree to the Senate amendments.

The Clerk read the title of the bill.

The Clerk read the Senate amendments, as follows:

Page 1, line 6, strike out all after "\$982", over to and including "her", in line 13, page 2, and insert "for compensation for damages (not covered by insurance) to her fence, driveway, rose garden, shrubbery, and lawn, as the result of a United States Navy airplane crashing on her property in South Boston, Va., on June 18, 1944."

Amend the title so as to read: "An act for the relief of Mrs. Sadie L. Dance."

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

The Senate amendments were agreed to.

A motion to reconsider was laid on the table.

ETHEL FARKAS ET AL.

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 1606) for the relief of Ethel Farkas, Julius Farkas, and legal guardian of Terez Farkas, with a Senate amendment, and agree to the Senate amendment.

The Clerk read the title of the bill.

The Clerk read the Senate amendment as follows:

Amend the title so as to read: "An act for the relief of Mrs. Ethel Farkas."

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

The Senate amendment was agreed to.

A motion to reconsider was laid on the table.

REIMBURSEMENT FOR PERSONAL PROPERTY LOSS AT NAVAL AIR STATION, NORFOLK, VA.

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 1309) to provide reimbursement for personal property loss, damaged or destroyed as the result of an explosion at the Naval Air Station, Norfolk, Va., on September 17, 1943, with a Senate amendment thereto, and agree to the Senate amendment.

The Clerk read the title of the bill.

The Clerk read the Senate amendment as follows:

Page 1, line 6, strike out "\$28,000" and insert "\$23,000."

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

The Senate amendment was agreed to.

A motion to reconsider was laid on the table.

PAUL T. THOMPSON

Mr. McGEHEE submitted a conference report and statement on the bill (H. R. 905) for the relief of Paul T. Thompson.

EXTENSION OF REMARKS

Mr. O'TOOLE asked and was given permission to extend his remarks.

Mr. ERVIN asked and was given permission to extend his remarks on three subjects.

Mr. THOM asked and was given permission to extend his remarks and include a set of resolutions from the Canton Aerie of Eagles.

Mrs. WOODHOUSE asked and was given permission to extend her remarks in the RECORD and include a memorandum on the equal rights amendment.

Mrs. NORTON asked and was given permission to extend her remarks in the RECORD and include an article from the Washington Star of July 2.

Mr. CELLER asked and was given permission to extend his remarks in the

RECORD and include therein a statement on foreign trade zones.

Mr. FEIGHAN asked and was given permission to extend his remarks in the Appendix of the RECORD and include an article appearing in the Cleveland (Ohio) Press of June 30.

Mr. MADDEN asked and was given permission to extend his remarks in the RECORD and include two editorials.

Mr. BROOKS asked and was given permission to extend his remarks in the RECORD and include a statement by Col. George E. Ijams.

DEATH IN SERVICE CANCELS INCOME TAX

Mr. ROBERTSON of Virginia. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Virginia?

There was no objection.

Mr. ROBERTSON of Virginia. Mr. Speaker, it is not generally known that income taxes assessed or assessable against those in military service are canceled in the event of death in the service. For the information of Members of the House, I quote the following letter of June 30, 1945, from the Commissioner of Internal Revenue, Hon. Joseph D. Nunan, Jr.:

Hon. A. WILLIS ROBERTSON,
House of Representatives,
Washington, D. C.

MY DEAR MR. ROBERTSON: Reference is made to your letter dated June 22, 1945, with which was enclosed a letter dated June 19, 1945, from * * * requesting information concerning income-tax exemptions for a serviceman who was killed in action during the present war.

Under the provisions of section 421 of the Internal Revenue Code, an individual who dies while in active service as a member of the armed forces will have no tax liability for the taxable year in which he dies, and any tax remaining unpaid for prior years shall not be assessed; and if assessed, the assessment shall be abated; and if collected, shall be credited or refunded as an overpayment.

Accordingly, the Federal income tax in the case of a serviceman killed in action for the taxable year in which occurs the date of death is canceled and any amount paid in his behalf for such year is refundable.

Any tax remaining unpaid for prior taxable years shall be abated. There is no provision for a refund of the decedent's tax which was paid for taxable years prior to the year in which death occurs.

Very truly yours,

JOSEPH D. NUNAN, Jr.,
Commissioner.

HUMAN RIGHTS AND FUNDAMENTAL FREEDOMS

Mrs. NORTON. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentlewoman from New Jersey?

There was no objection.

Mrs. NORTON. Mr. Speaker, on yesterday, in the Senate of the United States, we heard our President report on the San Francisco Conference. Among other things he said, I quote:

I hope in your deliberations you will consider not only the words of the Charter, but also the spirit which gives it meaning and life.

And again he said:

It, the Charter, seeks to achieve universal respect for and observance of, human rights and fundamental freedoms for all men and women without distinction as to race, language, and religion.

Last year, in convention assembled, the Democratic and Republican Parties went on record in defense of those same principles and wrote them into the platforms on which we were elected. Later on, yesterday, six willful men on the Rules Committee who control legislation in the House, and 21 on the powerful Appropriations Committee refused to permit the House to even vote on an appropriation that is necessary to continue an agency of the Government that has accomplished much in bringing justice and freedom to a great minority group.

How dare we try to explain what freedom and justice is to the peoples of the world when we deny it to a small group of our own people?

INADEQUATE PUBLIC ADDRESS SYSTEM IN HOUSE CHAMBER

Mr. HUBER. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Ohio? There was no objection.

Mr. HUBER. Mr. Speaker, there is an old saying that a new Member should be seen but not heard. I feel, however, that the new Members have at least a right to hear the older Members. On many occasions, with this antiquated public-address system in the House Chamber I am unable to hear the older Members. I have seated constituents in the balcony only to have them leave in disgust and tell me afterward they were unable to hear anything that was said.

Mr. Speaker, I have written a letter to Mr. Lynn, the Architect of the Capitol, asking that appropriate study be made and a recommendation that future appropriations include funds for a modern public-address system.

If Patrick Henry had made his immortal speech from the well of the House, it is possible that he might never have been heard.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D. C., July 3, 1945.

Mr. DAVID LYNN,
Architect of the Capitol,
Washington, D. C.

DEAR Mr. LYNN: As a neophyte Member of the Seventy-ninth Congress, I have observed the old saying that "new Members should be seen and not heard." Be that as it may, I do feel that a new Member should be able to hear an older Member, and this I am often unable to do, because of the antiquated public-address system now used in the House of Representatives.

I have seated constituents in the gallery only to have them leave in disgust, telling me they were unable to hear a word that was spoken.

Although not a sound engineer, I have little patience with those who say that the House Chamber presents a problem in acoustics that cannot be surmounted. I respectfully suggest that a study be made and that there be a recommendation in future appropriations for a real and worthwhile public-address system, using modern telescopic microphones, both in the well and

at many convenient points throughout the House Chamber, as I feel that if Patrick Henry had spoken his immortal words from the well of the House, it is possible that he might never have been heard.

Sincerely yours,

WALTER B. HUBER,
Member of Congress.

The SPEAKER. The time of the gentleman from Ohio has expired.

THE HATCH ACT

Mr. CELLER. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. CELLER. Mr. Speaker, our distinguished colleague the gentleman from Oklahoma [Mr. WICKERSHAM] yesterday made some very pertinent remarks in reference to the Hatch Act. I have taken the trouble to examine the RECORD concerning activities under the Hatch Act, and I find, for example, a disinclination to enforce it. The public throughout the length and breadth of the United States is not with the Congress of the United States which passed the Hatch Act.

I find that grand juries refuse to bring indictments and petit juries throughout the country refuse to convict. The Department of Justice is very much disturbed concerning the Hatch Act. They cannot enforce it.

Water never rises above its source. You cannot enforce an act if the public is not behind it, and the public is not behind the Hatch Act. I have offered a bill repealing it. I expect the distinguished chairman of the House Judiciary Committee [Mr. SUMNERS] will arrange for hearings thereupon. The Hatch Act needs airing, if not fumigation.

The SPEAKER. The time of the gentleman from New York has expired.

EXTENSION OF REMARKS

Mr. KELLEY of Pennsylvania asked and was given permission to extend his remarks in the RECORD and to include two citations in connection with the Congressional Medal of Honor.

Mr. SLAUGHTER asked and was given permission to extend his remarks in the RECORD and to include a message written by the Honorable Roger D. Lapham, mayor of San Francisco, to the city council.

Mr. ROMULO asked and was given permission to extend his remarks in the RECORD and to include a speech which the President of the Philippines made to the Philippine Congress.

Mr. DONDERO asked and was given permission to extend his remarks in the Appendix of the RECORD in two instances, in one to include a newspaper article and in the other to include two letters.

Mr. SPRINGER asked and was given permission to extend his remarks in the RECORD and to include a statement on veterans' hospitals, with certain letters, newspaper articles, and excerpts.

Mr. McDONOUGH asked and was given permission to extend his remarks in the Appendix of the RECORD and to include an editorial from the Washington Post.

Mr. HOPE asked and was given permission to extend his remarks in the RECORD and to include a press release from the War Food Administration.

Mr. WELCH asked and was given permission to extend his remarks in the RECORD and to include an editorial published in the San Francisco Examiner.

THE LATE T. BROOKS FLETCHER

Mr. JENKINS. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Mr. JENKINS of Ohio. Mr. Speaker, in Washington yesterday, a former Member of this House died. He represented the Eighth District of Ohio for several terms. He was a distinguished man. Many of the older Members will remember him. His name was Brooks Fletcher. He had been a very prominent man in national affairs, especially lyceum work. He had addressed audiences in nearly every section of the country. He was a fluent speaker and a man of pleasing manner. He was well esteemed here in this House. He was especially interested in matters pertaining to public education.

I am sorry for his passing, and I extend to his widow and his family my sincere sympathy, and I am sure that the Members of this House who knew him will be sorry to know of his passing.

Mr. Speaker, I ask unanimous consent that any Member from Ohio who desires to make comment with reference to this distinguished individual may have opportunity to do so by extending his remarks in the RECORD.

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

Mr. RANKIN. Mr. Speaker, reserving the right to object, will the gentleman amend his request and make it apply to all Members of the House?

Mr. JENKINS of Ohio. Mr. Speaker, I so amend my request.

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

There was no objection.

OHIOANS SERVE WITH DISTINCTION

Mrs. BOLTON. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentlewoman from Ohio?

There was no objection.

Mrs. BOLTON. Mr. Speaker, Ohio is proud of the record of its service men and women, wherever they are on the far-flung battle lines. Her Thirty-seventh Division, under Maj. Gen. Robert S. Beightler, having been one of the units responsible for the release of Manila, continues to hew its way through to glory.

In other quarters, Ohio's sons and daughters are receiving recognition for unusual courage and endurance, not only from the United States, but from the countries they have helped throw off the Nazi yoke.

Announcement has just been made of the conferring of two French Croix de Guerre, one to our much-decorated Maj.

John R. Bennet, of Beyerle Road, Cleveland; the other to Lt. Col. Lester L. Krause, whose uncle, Mr. F. W. Brown, lives at Rockland Avenue, Rocky River. Lieutenant Colonel Krause, pilot of a fighter plane and commander of a fighter group, was awarded the Croix de Guerre in recognition of continuous heroism during 1,000 hours of combat flying.

To Lt. Col. Edward J. Seward, formerly a priest at St. Margaret's Catholic Church, Cleveland, and now chaplain with the Eighth Army, has been awarded the Bronze Star. He has set an outstanding personal example not only with the military personnel under his jurisdiction, but also with the many civilians with whom he has come in contact.

To Lt. Eveline Beckwith, Army nurse, has come the recognition of an air medal. Lieutenant Beckwith, who was stationed for 15 months in the China-Burma-India war theater, won this air medal for meritorious achievement while participating in more than 150 hours of operational flight in transport aircraft through the combat zones of Assam, Burma, and southwest China. Her home is at 9908 Woodward Avenue NE., Cleveland.

These are but four of a long list of officers and enlisted personnel who have been awarded Silver Stars, Distinguished Flying Crosses, and Bronze Stars, and other decorations.

COMMITTEE ON UN-AMERICAN ACTIVITIES—RESIGNATION OF CHAIRMAN HART

Mr. MUNDT. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from South Dakota?

There was no objection.

Mr. MUNDT. Mr. Speaker, yesterday the gentleman from New Jersey, Chairman Ed HART, of the Committee on Un-American Activities, submitted his resignation as chairman of that committee, saying that he was acting solely upon the advice of his physician in so doing. As one of the minority members of that committee, I take this opportunity to say that we are extremely sorry that the health of the gentleman from New Jersey [Mr. HART] is in such condition that he has had to resign. He is an admirable gentleman and an able chairman, and I wish for him a speedy and complete recovery.

From some newspaper accounts it has been made to appear that there was some dissension among the committee members, causing the resignation of the gentleman from New Jersey [Mr. HART]. This is absolutely false. All of our committee actions to date have been by majority vote, and practically all of them have been unanimous decisions. Those who would have you believe that the gentleman from New Jersey, Ed HART, endeavored in any way to curtail committee activities or to sidetrack the committee are speaking without accurate knowledge of the facts. The gentleman from New Jersey [Mr. HART] is a vigorous and vehement Democrat, to be sure, but his Americanism is even more vigorous and vehement than his party al-

legiance, and during his career as chairman of the Committee on Un-American Activities he exemplified a fearless courage and a devotion to principle which won him the admiration of our entire committee.

Mr. Speaker, let the record be clear. The gentleman from New Jersey, Ed HART, is not running away from responsibilities, nor is he fleeing from a difficult assignment. His resignation is necessitated by the simple, practical fact that his physical condition is such that he has had to sharply curtail his activities in order to protect himself and to regain the good health which we all wish for him. There was no other factor involved. The gentleman from New Jersey, Chairman HART, has proved himself to be an enemy of subversive influences, and I can assure the subversive groups of America that if the Democratic members of the Ways and Means Committee will select a new chairman who is as unsympathetic to the subversive agencies of this country as was the gentleman from New Jersey, Ed HART, these unsavory outfits will find no cause for gratification in the change of the committee chairman.

EXTENSION OF REMARKS

Mr. FARRINGTON asked and was given permission to extend his remarks in the RECORD and include a resolution on calendar reform.

Mr. CLASON asked and was given permission to extend his remarks in the RECORD and include two newspaper articles.

Mr. BUFFETT asked and was given permission to extend his remarks in the RECORD and include a petition from the Christian Century.

COURTS-MARTIAL SENTENCES

Mr. WICKERSHAM. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

Mr. WICKERSHAM. Mr. Speaker, this is my first criticism of the War Department; I do not condone lawlessness; however, I think that we as lawmakers and as civilians can see some things, perhaps, that they cannot see. It seems to me that in the prosecution of some of our servicemen abroad that many of our young men have been given excessive sentences and many have been sentenced to hang and several of them have been hanged. At the same time many of the "werewolves" have not been tried or sentences imposed. It also appears to me, after seeing various courts in process myself for 10 years, that the sentences imposed by the Army are much too severe, and far in excess of sentences imposed in similar instances in our civil courts in the United States of America. I firmly believe that the War and Navy Departments should review their own decisions and see that these young men are not given sentences which are greatly in excess of what should be imposed.

Although council is furnished a young man charged with various deeds, usually the serviceman charged is rather meek

and shy in presenting his defense. He has been taught to respect the superior officers and does not dare to cross them. I believe the laws relating to court martial should be amended to provide that a man charged be allowed to select a jury of men of his own rank; in other words, if a private were on trial he should be allowed to pick a jury of privates; if a sergeant were tried he should be allowed to select a jury of sergeants.

Considerable weight should be given the background of the serviceman on trial, also the length of service, service record, and strain under which the serviceman has been laboring should be given weight in arriving at a verdict.

Many times the sentence imposed upon the young man causes the parents or loved ones much more anguish than it does the serviceman himself.

I believe these suggestions could be followed without weakening discipline. At the same time I am sure it would improve the morale of the men in service.

The general public and a large portion of the Members of Congress feel as I do about this matter.

RUBBER STRIKES

Mr. FOLGER. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from North Carolina?

There was no objection.

Mr. FOLGER. Mr. Speaker, I found in yesterday's Washington Evening Star an editorial which in part reads as follows:

It is true that the total number of rubber strikers is only about 33,000—a small fraction of 1 percent of the working force. But they have already compelled the shipment of patched-up tires to our flyers in the Pacific. They have curtailed the production of self-sealing gas tanks. And, according to the War and Navy Departments, continuance of the strike would "condemn countless American soldiers, sailors, and fliers to death."

Something ought to be done.

FEPC AND UNITED NATIONS CHARTER CONCEPT

Mr. KOPPLEMANN. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Connecticut?

There was no objection.

Mr. KOPPLEMANN. Yesterday, I listened to the President appeal to this Nation to ratify the United Nations charter. I noticed particularly that he said that the United Nations, representing 50 countries, had emphasized in the charter that the rights of all people must be protected; that discrimination because of race, religion, or language must come to an end. Yesterday two committees of this House by denying the FEPC flouted our President's appeal and in effect went on record as refusing to support the United Nations of the world in their determination that the tyranny we fought and bled to destroy abroad must not be permitted to thrive against

the minorities in our midst. I hope that this House will insist that the FEPC be given the right of a vote. If the issue is voted on, I am sure the majority of this body will support the expressed statements contained in the charter which have just been presented to the world.

Every believer in true democracy, regardless of his political affiliation, must believe in equal economic opportunity such as FEPC affords. Do not keep down the bars any longer. Give them the chance at the fair opportunity we want all Americans to have.

It would be ideal if in this leading democracy of the world it were unnecessary to legislate protection against unfair discrimination in matters of employment. But there comes a time when ideals must be taken out of the dream stage and put into practice by the hard-headed method of legislation. We are achieving our ideals regarding social security, improved housing and labor conditions, financial protection through sound banking and investment because we finally enacted legislation whereby the ideal became written into the law of the land. Some day in the years to come fair employment practices will also be accepted as a national policy—but first we must put FEPC on the law books—and that is up to the Members of this House.

Mr. McGEHEE. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

Mr. McGEHEE. Mr. Speaker, a few moments ago the gentlewoman from New Jersey charged there were six willful men on the Committee on Rules and 20 on the Committee on Appropriations who on yesterday thwarted the consideration of legislation which in her opinion would have been of such vital importance to some of the racial minorities of this country.

Mr. Speaker, the Members of this Congress whom the gentlewoman had reference to, need no encomiums from myself or any other Member of this House; their outstanding work as Members of this great body since each came here, is well known to all and the ability to stand up under enormous pressure is the more recognized every day by each of us. Of course, that pressure is coming from a class of citizenship and certain Members of this Congress, who care nothing about safeguarding the provisions of the Constitution under which we are governed. They care nothing about what the passage of the legislation which they are fostering, that is, the FEPC Act and its ultimate effect on the business people of this country or on the life of any individual. If they did, they would turn about face and do everything they could to defeat, not only the appropriation for the continuation of this organization which was set up under an Executive order, but the bill now pending to establish and make permanent such an agency.

The bill which is now pending is the most vicious piece of legislation ever con-

cocted in the minds of men and placed before an intelligent legislative body to act upon. The powers given under this legislation and which would be exercised by those appointed to administer the act, could be so utilized as to destroy every individual or collection of individuals engaged in business and employing certain numbers of persons. It could destroy the policies of many of our unions of organized labor, and I daresay ultimately it would.

Those Members of the two branches of the Congress who have the backbone and stamina to fight this legislation are receiving the plaudits and praise of those who love this country and are trying to protect the freedom of its citizenship as is guaranteed under the Constitution.

Mr. Speaker, may I say to those who are on the left side of the aisle of this body, you have been proclaiming to the people of this country for the past 10 years that you are the watchdog standing guard at the entrance of the sacred structure wherein the Constitution is protected. Now, may I say that you have your opportunity to stand up as a unit and join hands with us on this side of the aisle who have been trying to aid you in protecting the citizenship rights under the Constitution, and we can defeat this legislation, which, as I said, is the most vicious piece of legislation appearing before the Congress since the inception of New Dealism. Forget political expediency, preserve American freedom and liberty, and let the people from the North, East, West, and South of this country know that it was you who stood up with the good Democratic minority and saved our country from the iniquitous effects of such legislation.

METROPOLITAN POLICE, UNITED STATES PARK POLICE, WHITE HOUSE POLICE, AND MEMBERS OF FIRE DEPARTMENT, DISTRICT OF COLUMBIA

Mr. RANDOLPH. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 3291), an act to provide for an adjustment of salaries of the Metropolitan Police, the United States Park Police, the White House Police, and the members of the Fire Department of the District of Columbia, to conform with the increased cost of living in the District of Columbia, with Senate amendments thereto, and concur in the Senate amendments.

The Clerk read the title of the bill.

The Clerk read the Senate amendments, as follows:

Page 2, after line 14, insert:

"Sec. 3. The provisions of this act shall not apply to pilots and marine-engineers of the Fire Department whose salaries were increased by an act entitled 'An act to amend an act entitled "An act to fix the salaries of officers and members of the Metropolitan Police force and the Fire Department of the District of Columbia," approved June —, 1945.'"

Page 2, line 15, strike out "3" and insert "4."

The SPEAKER. Is there objection to the request of the gentleman from West Virginia?

Mr. STEFAN. Reserving the right to object, Mr. Speaker, may I ask the gen-

tleman from West Virginia a question about this bill.

Mr. Speaker, there are five members on the District of Columbia fire boats who are not included in this bill. This bill affects approximately 3,200 employees but leaves out these five individuals.

I would like the chairman of the Committee on the District of Columbia to tell us why these five employees are not included. Are they going to be provided for?

Mr. RANDOLPH. Mr. Speaker, I said earlier this afternoon and I say again to my distinguished friend the gentleman from Nebraska that the five engineers of the Fire Department who are the marine officers were taken care of in separate legislation by this House and the Senate giving them an \$800 increase. The Senate has placed a limitation upon the operation of the over-all bill as it concerns these five engineers. I shall say, however, today to the gentleman from Nebraska and to the House that if the Committee on the District of Columbia finds there is an inequity between these five personnel of the Fire Department and the others who would come under the general pay adjustment, the 3,200 over-all figure, that the committee will properly go into the matter and take appropriate action early in September.

Mr. STEFAN. The information I have indicates that there is an inequity. I hope the gentleman's committee will take care of it.

Mr. RANDOLPH. I assure the gentleman that the committee will do so.

Mr. STEFAN. With that assurance, Mr. Speaker, I withdraw my reservation of objection.

Mr. BLAND. Reserving the right to object, Mr. Speaker, this is the same matter about which I spoke to the gentleman and the gentleman makes that same assurance?

Mr. RANDOLPH. Yes, sir. The gentleman from Virginia is also interested in the matter, and the gentleman from Illinois [Mr. DIRKSEN] the ranking minority member, and I, as chairman of the committee, assured him as we assure you and the House that we will take care of any inequity which is found to exist.

The SPEAKER. Is there objection to the question of the gentleman from West Virginia?

There was no objection.

The Senate amendments were concurred in.

A motion to reconsider was laid on the table.

EXTENSION OF REMARKS

Mr. RANKIN asked and was given permission to extend his remarks in the RECORD and include a letter from Gen. Frank T. Hines of the Veterans' Administration to Senator WALTER GEORGE, chairman of the Committee on Finance of the Senate.

GEN. GEORGE S. PATTON

Mr. RANKIN. Mr. Speaker, I ask unanimous consent to address the House for 1 minute, and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

Mr. RANKIN. Mr. Speaker, it was my hope that we would have a surprise for you today. I thought I had arrangements made for Gen. George S. Patton to come here and meet and address the membership of the House today. But late yesterday afternoon General Patton came to see me and said he had been on a fishing trip and did not get my telegram until it was too late to make arrangements to be with us at this time. He had to leave by plane for Europe this morning, and he asked me to express to you the hope that he might have the privilege of meeting you all when he returns from Europe.

General Patton is a great military genius. He is one of the great soldiers of all time. He is a great hero, and a great leader of men. His genius, his daring, his courage, and his leadership were among the greatest contributing factors to victory in the European war.

I wish every individual in this country, and especially every Member of Congress, could enjoy a close-up personal conversation with this dynamic leader of our armed forces, and understand his real character as he discusses the heroism of his men, the trials they went through, and the suffering they endured. Then you would all realize why his men idolize him.

I hope we may have the privilege of having him address us when he returns from his present mission.

The SPEAKER. The time of the gentleman from Mississippi has expired.

PERMISSION TO ADDRESS THE HOUSE

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent that on Friday next, immediately after the reading of the Journal and before the business of the day is commenced, that the gentleman from New York [Mr. BLOOM] and the gentleman from New Jersey [Mr. EATON] may each address the House for 15 minutes.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

FEPC

Mr. COX. Mr. Speaker, I ask unanimous consent to address the House for 1 minute.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

There was no objection.

Mr. COX. Mr. Speaker, I understand a few minutes ago while I was absent from the Chamber, the gentlewoman from New Jersey [Mrs. NORRIS] again attacked the Committee on Rules for standing guard over the liberties of the people.

I can fully understand the disappointment of the gentle lady because upon another occasion:

Old Mother Hubbard went to the cupboard
To get her poor dog a bone,
When she got there the cupboard was bare
And the poor dog got none.

STRIKES IN WAR INDUSTRIES

Mr. HOFFMAN. Mr. Speaker, I ask unanimous consent to address the House for 1 minute and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. HOFFMAN. Mr. Speaker, a few moments ago the gentleman from North Carolina [Mr. FOLGER] quoted from an editorial in last night's Star, in which it was said that the strike of the rubber workers would result in the death of some of the men in the Pacific. Then the gentleman said, "What are you going to do about it?"

I have been asking that question for a number of years. More than 2 years ago the then Acting Secretary of the Navy referred to a strike in Detroit and said that it had held up, in one case for 24 days, and in another case for 42 days—remember, this was more than 2 years ago—the production of motors and parts needed by the Navy Yard at Philadelphia. At that time I asked the majority leaders what they were going to do about it. For 2 years they have not done anything, and the House has failed to act.

Now, you know from that editorial last night, and I think they quoted officials correctly, our men at the front are dying or may die because of the strike at Akron, and the strike at Akron exists and continues because of the failure of Congress—your failure and mine—to adopt and insist upon the enforcement of legislation which would prevent interference with production.

We here in Congress cannot escape responsibility. How much longer are we going to let it continue? We were warned 2 years ago. Read the press account of today:

LOST TO OUR FIGHTERS: 39,000 TIRES, 24,000 TUBES

AKRON, OHIO, July 3.—The Goodyear Tire & Rubber Co.'s plant here, largest producer of airplane tires and tubes in the Nation's rubber capital, has stood idle now for 14 days. Each of those days has cost Army and Navy fliers who are paving the way for invasion of Japan's homeland, 2,600 tires and 1,600 tubes.

As of last night, Allied bombers and fighters in the Pacific war zones have been deprived by the 16,700 striking Goodyear workers of 39,000 tires and 24,000 tubes.

The Navy warned publicly, when the strike was only 1 week old, that even then it had been forced to send retreaded and damaged tires, including some with bad side walls, to fliers in the Pacific.

PRODUCTION HOLD-UP

Six days later the Army and Navy, in a joint statement, said that otherwise completed Corsairs and Avengers were being held back from the Pacific front for lack of tires, brake material, and self-sealing gasoline tanks that the Goodyear plant was to have manufactured.

Both statements said flatly that the strike is costing the lives of American soldiers, sailors, and marines.

Meanwhile, workers at Firestone, another of the big three in Akron, have voted to strike.

GREATER LOSS THREATENED

Firestone and Goodrich each employs almost as many factory workers as Goodyear does in its tire and rubber division.

The evidence available in Akron appears to support the Army-Navy contention that the Goodyear strike is shutting off from the Pacific front tires that are badly needed for blasting Japan out of the war with a minimum loss of American lives.

The SPEAKER. The time of the gentleman from Michigan has expired.

VETO MESSAGE FROM PRESIDENT OF THE UNITED STATES—RELIEF OF WILLIAM H. SHULTZ

The SPEAKER laid before the House the following veto message from the President of the United States which was read by the Clerk:

To the Houses of Representatives:

I am returning herewith, without my approval, H. R. 912, Seventy-ninth Congress, "An act for the relief of William H. Shultz."

The purpose of the bill is to authorize and direct the Secretary of the Treasury to pay to William H. Shultz, 240 First Street SE., Washington, D. C., the sum of \$783, erroneously paid him on adjusted-service certificate No. 20975, and repaid by him on demand by the Veterans' Administration.

William H. Shultz entered the military service on November 2, 1917, and was placed on an inactive status from February 26, 1918, to work as a tool maker for William Cramp & Sons, Philadelphia, Pa., until March 7, 1919. He was discharged from service on March 14, 1919.

Adjusted-service credit is based on active service only, whereas the veteran was certified as being entitled to a credit which included the period from February 26, 1918, to March 7, 1919, during all of which period he was on inactive service. This resulted in issue to him of an adjusted-service certificate in the amount of \$1,088, whereas, in fact, he was entitled to an adjusted-service certificate in the amount of \$305 only. On this certificate he was overpaid the sum of \$783 and was properly required by the Veterans' Administration to repay that amount.

The World War Adjusted Compensation Act of 1924, as amended, specifically provides for the exclusion in the computation of adjusted-service credits of all periods during which servicemen were on inactive service assignments.

In view of the fact that H. R. 312 would grant William H. Shultz a benefit denied to all other veterans who have been and are being required to repay money received by them on adjusted-service certificates through error, and since the Veterans' Administration estimates that there are 3,600 veterans in this category, I do not feel that I would be justified in approving preferential legislation of this character.

HARRY S. TRUMAN.

THE WHITE HOUSE, July 2, 1945.

The SPEAKER. The objection of the President will be spread at large upon the Journal and the message and the bill referred to the Committee on Claims.

PERMISSION TO FILE REPORT BY THE RULES COMMITTEE

Mr. SABATH. Mr. Speaker, I ask unanimous consent to address the House for 1 minute to make an announcement.

The **SPEAKER**. Is there objection to the request of the gentleman from Illinois?

There was no objection.

Mr. SABATH. Mr. Speaker, a request has been made for a meeting this afternoon on the part of the Appropriations Committee on a bill which they reported yesterday. I shall comply with the request and call a meeting at 3 o'clock, because of the absence of two members who desire to be present.

Meantime, Mr. Speaker, I ask unanimous consent that I may have until midnight to file the rule, if agreed upon.

The **SPEAKER**. Is there objection to the request of the gentleman from Illinois?

There was no objection.

WAR AGENCIES APPROPRIATION BILL

Mr. CANNON of Missouri, from the Committee on Appropriations, reported the bill (H. R. 3649) making appropriations for war agencies for the fiscal year ending June 30, 1946, and for other purposes, which was read a first and second time, and, with the accompanying report, referred to the Committee of the Whole House on the State of the Union and ordered printed.

Mr. MARCANTONIO. Mr. Speaker, a point of order.

The **SPEAKER**. The gentleman will state it.

Mr. MARCANTONIO. The point of order is that the bill and report contain matters in violation of the second clause of the twenty-first rules.

The **SPEAKER**. Well, the gentleman can reserve a point of order.

Mr. MARCANTONIO. Mr. Speaker, I reserve a point of order against the bill.

Mr. TABER. Mr. Speaker, I reserve all points of order against the bill.

The **SPEAKER**. The Chair thinks the gentleman from New York [Mr. TABER] should be recognized to reserve points of order.

Mr. MARCANTONIO. That is all right so long as they are reserved.

INVESTIGATION OF GOVERNMENT-CONTROLLED HIGHWAYS, AND SO FORTH

The **SPEAKER**. The Chair recognizes the gentleman from Illinois.

Mr. SABATH. Mr. Speaker, I call up House Resolution 255, and ask for its immediate consideration.

The Clerk read the resolution, as follows:

Resolved, That the Committee on Roads, as a whole or by subcommittee, is authorized and directed to make a full and complete study and investigation of the construction and maintenance of highways, roads, streets, and bridges over which the Government or any agency thereof exercises or may exercise any jurisdiction or direction, directly or indirectly, as a part of the war effort or otherwise, including the allocation of materials, equipment, and manpower for the construction or maintenance thereof, and practices incidental thereto whether private or governmental which affect or may affect the use, construction, and maintenance of such highways, roads, streets, and bridges.

The committee shall report from time to time to the House the results of its investigations and studies and in its reports the committee may recommend such legislation as may be deemed pertinent.

Sec. 2. For the purposes of this resolution the committee, or any subcommittee there-

of, is authorized and directed to hold such hearings, to sit and act during the present Congress at such times and places within the United States, whether the House is in session, has recessed, or has adjourned, to employ such experts and such clerical, stenographic, and other assistance, to require the attendance of such witnesses and the production of such books, papers, and documents by subpoena or otherwise, to take such testimony, to have such printing and binding done, and to make such expenditures as it deems necessary. Subpenas may be issued over the signature of the chairman of the committee, and may be served by any person designated by the chairman. Oaths or affirmations may be administered by the chairman or any member of the committee designated by him.

Mr. COCHRAN. Mr. Speaker, a point of order. No one can get a copy of the resolution. As I heard it read by the Clerk there was something read with reference to expenditures. If the resolution contains anything authorizing expenditures it is subject to a point of order.

Mr. SABATH. There is nothing in the resolution touching expenditures except expenditures for the construction of the roads.

Mr. COCHRAN. Why does not the gentleman have copies of his resolution on the floor when he call it up?

Mr. SABATH. They will be here as soon as the Clerk can bring them from the document room.

Mr. COCHRAN. Mr. Speaker, I withdraw the point of order.

Mr. SABATH. Mr. Speaker, a little later on I will yield the usual 30 minutes to the gentleman from Indiana [Mr. HALLECK], whom I know you all wish to hear in preference to anyone else.

Mr. ROBINSON of Utah. Mr. Speaker, will the gentleman yield for a correction?

Mr. SABATH. I yield.

Mr. ROBINSON of Utah. Mr. Speaker, I ask unanimous consent that the bill be amended by striking out on page 2, lines 8 and 9 the words "within the United States."

Mr. SABATH. Mr. Speaker, I have no objection.

The **SPEAKER**. Is there objection to the request of the gentleman from Utah?

There was no objection.

Mr. SABATH. Mr. Speaker, this resolution gives the Committee on Roads jurisdiction to continue to investigate matters relative to our public highways and roads. They were making such an investigation during the last Congress, but did not ask for any appropriation and, therefore, did not spend any money. The failure of the committee to make any expenditures may be the only reason why there might be any opposition to extending its powers as has been granted to about 25 less deserving committees.

The Committee on Rules believed that it is absolutely necessary for the Committee on Roads to make a thorough investigation as to construction not only of Government roads and those access roads to which the Government has contributed large sums of money, but that they should also investigate conditions in Alaska where we hear so many complaints and where so many millions have been expended.

Mr. RICH. Mr. Speaker, will the gentleman yield at that point?

Mr. SABATH. No. The Rules Committee came to the conclusion that there should also be an investigation of the building of the International Highway for which our Government has expended or authorized the expenditure of some \$20,000,000. Some commentators and certain newspapers have made charges and I feel that the House and the country are entitled to have the facts. If there has been any wrongdoing or corruption in the construction of those roads, this House ought to have the facts and the guilty should be brought to justice.

Mr. ARENDS. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from Illinois.

Mr. ARENDS. Will this investigation permit the Committee to go into the building of the roads in Central America which I spoke about the other day?

Mr. SABATH. Yes.

Mr. RICH. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from Pennsylvania.

Mr. RICH. Just recently we passed a resolution permitting the Committee on the Territories to go to Alaska to investigate the Territory. Why have another committee go up there and look over roads when we already have a committee going up there to look after Alaska proper? Why cannot that committee do the work and save the expense?

Mr. SABATH. Because the Committee on the Territories is not familiar with the construction of roads and we feel this matter should be investigated by a committee that is familiar with the situation and with conditions so that they may obtain the information which the other committee could not.

I have been of the opinion heretofore that we should not continue many of these investigating committees, but within the last few weeks I have come to the conclusion that the committees are serving a real purpose and in view of the Government's vast interests in Alaska and the Alcan road these committees should be continued. I have been told by outstanding men that we cannot obtain too much information about Alaska. The House and the country should have all this information so that we can legislate in the future and in order that the interests of our country will be safeguarded and protected.

Mr. MASON. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from Illinois.

Mr. MASON. I want to answer the gentleman from Pennsylvania [Mr. RICH]. The greatest part of that Alaskan road, nine-tenths of it, is in Canada, not in Alaska; therefore it is necessary for a special committee to do this job of investigating.

Mr. SABATH. That should satisfy the gentleman from Pennsylvania.

Mr. RICH. That does not satisfy me at all.

Mr. SABATH. I cannot yield to the gentleman any further because in my opinion if the Angel Gabriel came down from heaven, it would not satisfy the gentleman from Pennsylvania. He does not want to be satisfied.

Mr. RANDOLPH. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from West Virginia.

Mr. RANDOLPH. The Committee on Roads of the House has, I believe, given the most careful consideration to the development and extension of the highway system of America of any group that has ever been in power within a governmental structure. We note that the President of the United States states that the 600 miles necessary for completion of the Alaskan Highway should be undertaken within a very short time. We hear, on the other hand, from certain groups that deficiencies have existed in connection with the construction of the road. The Roads Committee should have the power, and if necessary, should exert it to get the facts and to return those facts to the Congress upon which it can act.

Mr. COCHRAN. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from Missouri.

Mr. COCHRAN. I received a telephone message in my office this morning and later I attended a meeting of a committee. This telephone message was in reference to this resolution and came from a member of the Roads Committee. Attending the committee meeting this morning were two members of the Roads Committee and neither one of them had ever heard of this resolution at any time, nor had they ever heard of the meeting of the Roads Committee in which the question was discussed whether or not the Roads Committee should ask the Rules Committee to report such a resolution.

Mr. ROBINSON of Utah. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I will give the gentleman a chance to answer later. The gentleman from Missouri and I know that we have many Members who fail to attend meetings.

Mr. COCHRAN. They said they did not have any notice.

Mr. SABATH. Well, who are these Members? Are they on the floor now? Let them speak or forever hold their peace. Some Members always find an excuse because they have not the time to attend the business of their committees of the House. There are some such Members, and then they find fault and criticize. I feel that Members like that do not deserve any real consideration.

May I say to the gentleman from Missouri that I have scanned the names of this committee and I find that we have on it some of the most outstanding, honest, sincere, and hard-working Members in this House; naturally I favor this resolution instead of a special resolution for a special committee which was contemplated. I believe that the investigation conducted under the leadership of its chairman, the gentleman from Utah [Mr. ROBINSON] will be a fair one, a just one, and that it will get the facts that you and each and every other Member should and is entitled to have.

Mr. ELSTON. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from Ohio.

Mr. ELSTON. Since the Alcan Highway was constructed under military supervision, does not the gentleman feel that the Committee on Military Affairs has the power and the authority to make the investigation called for by this resolution?

Mr. SABATH. May I say to the gentleman that the House has given the Committee on Military Affairs power to investigate, and though I have the utmost confidence in the chairman and in that committee, somehow or other they have not investigated it. If those reports that come to me and that are being broadcasted are true or even if one-half of them are true, there is something rotten in Denmark, and it is necessary that we get the facts. We are going to get the facts because, besides the able chairman, the gentleman from Utah [Mr. MURDOCK], we have serving on that committee such Members as the gentleman from Mississippi [Mr. WHITTINGTON], who will shortly take the floor to talk on the bill, the gentleman from West Virginia [Mr. RANDOLPH], the gentleman from Georgia [Mr. PETERSON], the gentleman from Michigan [Mr. WOLCOTT], and the gentleman from Oregon [Mr. MORT], all of whom have the courage and the investigative ability to penetrate any questionable activities.

Mr. WHITTINGTON. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from Mississippi.

Mr. WHITTINGTON. In response to the statement made by the gentleman from Missouri, I should like to state in fairness to the chairman of that committee that he was authorized to introduce this resolution at the last meeting of our committee, a similar resolution having been introduced in the last Congress.

Mr. COCHRAN. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from Missouri.

Mr. COCHRAN. I simply said that two gentlemen, members of the Committee on Roads, were in a committee meeting this morning and they said they had never heard the matter discussed and that they were never notified to attend a meeting of the committee to discuss the matter.

Mr. SABATH. Maybe they were fishing.

Mr. COCHRAN. I do not think so.

Mr. SABATH. I now yield to the gentleman from Indiana [Mr. HALLECK] the usual 30 minutes.

Mr. HALLECK. Mr. Speaker, I yield myself 2 minutes.

Mr. Speaker, it is my understanding that the minority members of the Committee on Roads favor this resolution, and so far as I have been able to discover there is general approval of the resolution and its purposes. All of us are familiar with the charges that have been made with respect to the costs of construction of one highway. Certainly those are matters that should be inquired into. I have expressed the hope that if the resolution is adopted the committee will diligently endeavor to find out the true facts in that circumstance and any

others that may properly come before it for consideration.

Mr. MICHENER. Mr. Speaker, will the gentleman yield?

Mr. HALLECK. I yield to the gentleman from Michigan.

Mr. MICHENER. I call the gentleman's attention to the language on page 1 of the resolution, line 5, as to the jurisdiction of the committee.

This resolution authorizes this committee "to investigate only those projects over which the Government or any agency thereof exercises or may exercise" jurisdiction. Would that language be broad enough to permit the investigation of highways constructed by the War Department but which have since that time come under the jurisdiction of the Committee on Roads?

Mr. HALLECK. All I know in respect to that is that when the matter was before the Committee on Rules, as the gentleman knows, specific reference was made to the Latin-American Highway, and the charges in respect to it, and as I recall, it was said that the jurisdiction of the committee would include that proposition.

As I recall, it was suggested before the committee that the jurisdiction of the committee would include that proposition. I see the chairman of the committee here, and I yield to the gentleman from Utah [Mr. ROBINSON] to say whether or not that is his understanding of the provisions of the resolution.

Mr. ROBINSON of Utah. I will state that is my understanding. I have considered a number of members of the committee who are lawyers, and they all come to the same conclusion.

Mr. HALLECK. Mr. Speaker, I yield such time as he may desire to the gentleman from Vermont [Mr. PLUMLEY].

PRESIDENT TRUMAN'S TRIBUTE TO WENDELL WILLKIE—LEST WE FORGET

Mr. PLUMLEY. Mr. Speaker—
Unless we lead the way—

Said President Truman at Kansas City, Mo., last week—

there may be no peace in the world. I am anxious to bring home to you—

Said he—

that the world is no longer country size, no longer state size, no longer nation size. It is one world, as Willkie said.

The newspaper article containing the text of the President's speech goes on to say that:

The reference was to the late Wendell Willkie, Republican Presidential nominee in 1940, and the audience applauded.

Some twenty millions and more Americans appreciate the significance of the reference to the one man who, more than all others, forced the people of America to a realization of their duty, their obligation and their opportunity to establish the foundations for perpetual peace.

Wendell Willkie needs no other monument than that already established in the minds of the people of the world, by the consummation of the San Francisco Charter and its delivery by President Truman to the Senate of the United States, with his plea for its early ratification.

Mr. Speaker, directing my remarks at this time to the rule which is now under consideration I think it would be most unfortunate for this House to deprive itself of the information which might well be obtained with respect to that area about which we know so little.

Mr. HALLECK. Mr. Speaker, I yield 2 minutes to the gentleman from Iowa [Mr. CUNNINGHAM], a member of the Committee on Roads.

Mr. CUNNINGHAM. Mr. Speaker, public charges have been made for some time throughout this country that there has been waste, incompetence and extravagance in the building of the Latin-American Highway as well as the Alcan Highway. I think because of these charges and the amount of publicity that has been given to them it is necessary that this resolution be passed and that a very thorough investigation be made for the protection of the Army and the War Department as well as for the protection of the Congress and the Committee on Roads.

In addition to that, Mr. Speaker, it has occurred to me at this time as a member of the committee that in the post-war era much legislation affecting the highways of our country will come before the committee and in my opinion they can do a much better job and save the Government probably much more than the cost of this investigation by the experience and knowledge the committee will gain by the investigation authorized by the resolution which is now before us. I am sure the minority members of the committee are in favor of it.

Mr. HALLECK. Mr. Speaker, I yield 1 minute to the gentleman from Ohio [Mr. MCGREGOR], a member of the Committee on Roads.

Mr. MCGREGOR. Mr. Speaker, I am in complete accord with this resolution. I am of the opinion that it gives the committee complete jurisdiction to investigate not only the 2 projects mentioned but the right to examine the over-all road construction program, which I firmly believe needs a complete and thorough investigation. I urge the membership of this body to vote for this resolution.

Mr. HALLECK. Mr. Speaker, I yield 2 minutes to the gentleman from South Dakota [Mr. CASE].

Mr. CASE of South Dakota. Mr. Speaker, I am glad that this resolution is being presented. I hope it will be unanimously adopted. The questions that will be considered by the committee. I assume, will involve the expenditure of appropriations that have been made to the War Department. During the hearings on the recent War Department appropriation bill there was some discussion on these road expenditures, particularly those for the Pan-American Highway. The gentleman from Michigan [Mr. ENGEL] and I interrogated General Somervell and also General Reybold, Chief of Engineers, and also Under Secretary of War, Judge Patterson. For the most part replies were general and indefinite because, we were told, an investigation is now under way by the Inspector General to develop the facts.

Because of some of the intimations in the story that has been broadcast of excessive rental charges I asked the Under

Secretary of War, Mr. Patterson, whether any attempt was being made to determine the possibility of recapturing excessive payments under the Renegotiation Statutes. Under date of 27 June 1945, I received the following letter from the Under Secretary of War:

JUNE 27, 1945.

DEAR MR. CASE: At the recent hearing before the Appropriations Subcommittee, you asked me to call the attention of The Inspector General to the question of the effect of the Renegotiation Act on equipment rental contracts in connection with the construction of the Pan-American Highway.

I did call the matter to the attention of the Inspector General and he advises me that the matter of the effect of Renegotiation Statutes on equipment rental contracts has been incorporated as a subject for investigation in the course of the Pan-American Highway inquiry.

Sincerely yours,

ROBERT P. PATTERSON,
Under Secretary of War.

The SPEAKER. The time of the gentleman from South Dakota has expired.

Mr. HALLECK. Mr. Speaker, I yield the gentleman 1 additional minute.

Mr. CASE of South Dakota. Whatever may be uncovered in the investigation here proposed by this resolution I am sure we all feel if there has been an overpayment on these rental contracts or in any other way in connection with this highway construction that an attempt should be made to make the appropriate recoveries under the renegotiation statutes.

I yield to the gentleman from Michigan [Mr. ENGEL].

Mr. ENGEL of Michigan. The gentleman will recall our subcommittee went rather at length into the Alcan highway a year ago and the District Engineers testified that it cost \$100,000 per mile to build a gravel road and that they guaranteed common labor as high as \$300 a month regardless of whether they worked a day, an hour or a month.

Mr. CASE of South Dakota. Yes; I recall the gentleman's diligence in that regard and it was the feeling of the subcommittee that many of those charges and rates paid were very high. Mr. Speaker, I am glad this resolution proposes a complete investigation and determination of issues that have been raised.

Mr. ENGEL of Michigan. That was the testimony of the Chief of Engineers of the United States Army.

Mr. HALLECK. Mr. Speaker, I have no further requests for time.

Mr. SABATH. Mr. Speaker, I yield 5 minutes to the gentleman from California [Mr. ELLIOTT].

Mr. ELLIOTT. Mr. Speaker, as a member of the Committee on Roads, I am very much interested in this resolution. The first I knew of the resolution was yesterday evening when I saw the notice in the paper. I never received a card or a telephone call from the Committee on Roads regarding the resolution. I have been in Washington all the time and my office is just one floor above the Committee on Roads. So if I had been notified I certainly would have gone down to enter the discussion regarding this investigation.

I am not opposed to investigations by any committee or by any special inves-

tigating committee, but we certainly have a great deal of repetition in the work of the various committees of this House, at the expense of the taxpayers.

I am also a member of the Committee on Accounts. Quite often I have an opportunity to view some of the expense accounts that pass through that committee. Many of the committees which are now functioning are duplicating the duties of other committees. The House recently voted the Peterson committee a certain amount of money for investigative purposes. This committee intends to go to Alaska to go over these same roads that we are talking about in this resolution. It may be important that we send two committees up there at the same time so that one committee can watch the other committee. However, I, for one, feel that we had better be careful about sending out so many committees in the same direction to do practically the same job. They say we are not doing the same work, but you find them traveling over the same road, talking about the same subject, many, many times over. Check the bills. Talk to the members. We find there is a duplication of work. If this is so important, I am willing to go along with the committee on it, but I want to know more about it. When this resolution comes up before the Committee on Accounts I am going to ask numerous questions at that time to satisfy my own mind of the importance of the investigation. Not having had an opportunity before the Roads Committee to ask these questions, I propose to take plenty of time in the Committee on Accounts. If I am not satisfied in my own mind at that time I shall vote against any appropriation for this committee.

I yield back the remainder of my time and I thank the gentleman for giving me the time.

Mr. SABATH. Mr. Speaker, I yield 5 minutes to the gentleman from Virginia [Mr. SMITH], a member of the Committee on Rules.

Mr. SMITH of Virginia. Mr. Speaker, when this resolution came before the Rules Committee it was first discussed from the standpoint of a trip to Alaska to look over these roads. Then some question was raised about the Pan-American Highway situation and there was a question as to whether or not this committee could, under the resolution as the gentleman from Michigan has said, investigate that job. My only purpose in taking the floor at this time is this: There has been public discussion of alleged irregularities and huge expenditures and perhaps dishonesty in connection with the Pan-American Highway. I am sure we all have the utmost confidence in General Somervell and in the United States Army engineers, but when a matter becomes a matter of public discussion and widespread scandal as to expenditures on a project of this kind, it does seem to me that both sides of the House should be interested in clearing it up and getting at the facts.

I think it very appropriate that a committee of Congress do that. They can be of aid to the other agencies of the Government that are seeking to get at the truth of the situation.

I simply took the floor at this time to get assurance, if I could, from the chairman of the Roads Committee and other members of the Roads Committee, that if this resolution is adopted, it is their serious purpose to make a thorough and complete investigation of the expenditures and the conduct of the contractors and others on the Pan-American Highway, and give this Congress and give the public the facts. The charges that have been publicly made may be true and they may not be true, but it has become a matter of such widespread public discussion and criticism I want to see that the public knows what the real facts about it are; and I hope we shall get those assurances from the Roads Committee.

Mr. SABATH. Mr. Speaker, in view of the statement by the gentleman from Virginia I yield the balance of my time to the gentleman from Utah [Mr. ROBINSON], the proponent of this resolution.

Mr. ROBINSON of Utah. Mr. Speaker, I wish to assure the membership that the Committee on Roads in undertaking this investigation have undertaken it with the sincere hope and the desire to get the facts and report them back to the Congress. I regret very much that one of our Members has seen fit to complain about not being present at the time this resolution came up, and I feel that it should be explained.

This resolution in the same form was passed 2 years ago, and we have been operating under it since that time during the last session. It was introduced some time ago in this session. We notified all the Members of the hearings and had hearings on other bills. I also notified them that at a certain time we would take this matter up, which we did. It was discussed at some length and was unanimously voted out by the Committee on Roads. I take it that at that time the gentleman from California [Mr. ELLIOTT] was engaged in other business far more important possibly than this and was not present.

One of the reasons for bringing this matter up at the present time is the very thing that this House did with relation to the Territories Committee. The Territories Committee is visiting Alaska. I happen to be on that committee; I am going to Alaska with that committee, but the ranking members of the Committee on Roads should visit Alaska. They should examine those roads and should have jurisdiction to report back to the House as to what should be done with relation to the roads in Alaska. These gentlemen are not members of the Committee on Territories. It is therefore necessary that certain members of the Committee on Roads, in my opinion, be given an opportunity to visit Alaska and determine what should be done with reference to those roads.

Mr. COCHRAN. Mr. Speaker, will the gentleman yield?

Mr. ROBINSON of Utah. I yield.

Mr. COCHRAN. The gentleman knows of course during our long service in the House and on committees together what I think about him and how I know he will make a real investigation; but this resolution today is not the same as the resolution passed in the last Congress, because the one passed in the last

Congress confined the investigation to the continental United States, whereas the gentleman's amendment provides that you may go out of the country.

Mr. ROBINSON of Utah. That is correct; that amendment was adopted by unanimous consent this morning; so we can go out of the country if this resolution is adopted.

With reference to the Pan-American Highway, and to all highways for that matter, a peculiar situation has arisen due to the war. The Army took over almost immediately the work of the Roads Committee. We had been studying the problem as to where the road should be built to Alaska for a number of months. In the Roads Committee we held extensive hearings but had come to no conclusion on that matter, when we were notified that the Army was building a road to Alaska. The Army built that road where it thought it ought to be built and the Army now is ready to turn that road back to the Public Roads Administration.

Mr. ELLIOTT. Mr. Speaker, will the gentleman yield?

Mr. ROBINSON of Utah. Yes; I shall be pleased to yield to the gentleman from California.

Mr. ELLIOTT. Does not the gentleman believe that with the Army having the responsibility at the time and knowing that we might need a road constructed took it upon themselves to construct that road as a matter of protection to the United States in relation to transportation with Alaska. We all know that the Army can get a job like that completed much faster than any other group. For that reason the Army did construct the road at a time when we needed the road constructed.

Mr. ROBINSON of Utah. I believe that is probably true; but the road now is going to be turned back to the Public Roads Administration and it is our problem now to determine what should be done with this road.

Mr. WHITTINGTON. Mr. Speaker, will the gentleman yield?

Mr. ROBINSON of Utah. I yield to the gentleman from Mississippi.

Mr. WHITTINGTON. Under the language of this resolution the chairman of our committee has no doubt but that the committee would be authorized to investigate the Alaskan or Alcan Highway and the Pan-American Highway.

Mr. ROBINSON of Utah. That is correct.

Mr. WHITTINGTON. I should like to say in this connection with my chairman's permission that in my judgment the activities of any subcommittee that might be appointed by the chairman ought to be coordinated with the activities of the Committee on Territories, and my further judgment is that all investigations with respect to the Pan-American or other highway should be coordinated with the work of the Senate Committee on the Investigation of War Expenditures and with the work of the Committee on Military Affairs of the House. They are making an investigation. This coordination should be done so there will be no duplication and so that the work may be carried on without one committee duplicating the work of

another committee. The committees should work together.

Mr. ELSTON. Mr. Speaker, will the gentleman yield?

Mr. ROBINSON of Utah. I yield to the gentleman from Ohio.

Mr. ELSTON. I may say to the gentleman that the Committee on Military Affairs has already made some investigation with respect to the Pan-American Highway and since the Alcan Highway was constructed under military supervision the same as the Pan-American Highway since 1942, it seems to me this whole investigation should be conducted by a committee already set up, namely, the Committee on Military Affairs investigating committee, which committee has already compiled considerable data with respect to both of those highways. If this resolution passes, it is simply going to mean a duplication of work and an increased expenditure on the part of the taxpayers.

Mr. ROBINSON of Utah. There is no intention of duplicating any work that the committee has done. We expect to take their work and complete it. The Military Affairs Committee, however, is demanding that they be given jurisdiction of the Alaskan Highway.

Mr. WHITTINGTON. Is it not true the work authorized by Congress on roads in Alaska is under the jurisdiction of the Roads Committee and the same is true with respect to work authorized by the Congress on the Pan-American Highway?

Mr. ROBINSON of Utah. That is correct.

Mr. SABATH. Mr. Speaker, will the gentleman yield?

Mr. ROBINSON of Utah. I yield to the gentleman from Illinois.

Mr. SABATH. Is it not a fact that the Rules Committee, before granting this rule, asked the gentleman and the other members of his committee who were present whether they would thoroughly investigate the charges that have been made in reference to the construction and building of the Pan-American Highway?

Mr. ROBINSON of Utah. That is correct.

Mr. SABATH. The gentleman has assured the committee and he has assured me that he will make a thorough investigation of those charges and if there has been wrongdoing on the part of any contractor, any engineer, or anyone connected with the building of those roads, he will so report?

Mr. ROBINSON of Utah. That is correct, and at this time I am assuring the House.

The SPEAKER. The time of the gentleman from Utah has expired.

Mr. SABATH. Mr. Speaker, I move the previous question on the resolution. The previous question was ordered.

The SPEAKER. The question is on the resolution.

The resolution was agreed to.

A motion to reconsider was laid on the table.

CONSENT CALENDAR

The SPEAKER. This is Consent Calendar day. The clerk will call the first bill on the calendar.

CRIMES AND CRIMINAL PROCEDURE

The Clerk called the first bill on the Consent Calendar (H. R. 2200), to revise, codify, and enact into positive law title 18 of the United States Code, entitled "Crimes and Criminal Procedure."

Mr. MADDEN. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER pro tempore (Mr. COOPER). Is there objection to the request of the gentleman from Indiana? There was no objection.

HEALTH PROGRAMS FOR GOVERNMENT EMPLOYEES

The Clerk called the bill (H. R. 2716) to provide for health programs for Government employees.

Mr. COLE of New York. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

IMPORTATION, INTRODUCTION, AND SPREAD OF NOXIOUS WEEDS, ETC.

The Clerk called the bill (H. R. 3321) to provide that the several States shall continue effective measures of control and protection against the importation, introduction, and spread of noxious weeds, injurious insects, and animal and plant diseases, and to guarantee that purchasers or recipients of seeds, livestock, and poultry feeds, nursery stocks, fertilizers, and other agricultural chemicals shall have the protection guaranteed them under the laws enacted by the several States.

Mr. MADDEN. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Indiana?

There was no objection.

SCHOOL-LUNCH PROGRAM

The Clerk called the bill (H. R. 3370) to provide assistance to the States in the establishment, maintenance, operation, and expansion of school-lunch programs, and for other purposes.

Mr. COLE of New York. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

Mr. MASON. Mr. Speaker, I object.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. MASON and Mr. DONDERO objected.

AMENDING SECTION 3 OF THE SAN CARLOS ACT

The Clerk called the bill (H. R. 3288) to amend section 3 of the San Carlos Act (43 Stat. 475-476), as supplemented and amended, and for other purposes.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

There was no objection.

Mr. MURDOCK. Mr. Speaker, I ask unanimous consent that the bill (S. 812)

to amend section 3 of the San Carlos Act (43 Stat. 475-476), as supplemented and amended, and for other purposes, an identical bill to the House bill be substituted for the House bill.

The Clerk read the title of the Senate bill.

There being no objection, the Clerk read the Senate bill, as follows:

Be it enacted, etc., That section 3 of the San Carlos Act, approved June 7, 1924 (43 Stat. 475-476), as amended and supplemented, be, and it is hereby, amended so as to provide that the construction charges on account of non-Indian lands in the San Carlos Federal irrigation project shall be repaid in variable annual payments, to be determined by the number of acre-feet of water stored in the San Carlos Reservoir on March 1 each year beginning on the 1st day of March 1945; the amount of each such annual payment shall be fixed and determined in accordance with the following schedule:

When stored water (other than dead storage) in the San Carlos Reservoir on Mar. 1 of each year is—	The annual construction charge payment due Dec. 1 of the following year shall be—
0 to 100,000 acre-feet.....	\$12,500
Over 100,000 but not over 200,000 acre-feet.....	25,000
Over 200,000 but not over 250,000 acre-feet.....	37,500
Over 250,000 but not over 300,000 acre-feet.....	50,000
Over 300,000 but not over 350,000 acre-feet.....	75,000
Over 350,000 but not over 400,000 acre-feet.....	100,000
Over 400,000 acre-feet.....	125,000

SEC. 2. The variable repayment schedule provided for in section 1 hereof shall go into effect for the fiscal year beginning July 1, 1945, and ending June 30, 1946, and the first such annual payment shall become due and payable December 1, 1946.

SEC. 3. The term "construction charges" shall mean the unpaid balance of the principal obligations due the United States under the terms of the repayment contract dated June 8, 1931, between the United States and the San Carlos Irrigation and Drainage District, as amended, including all annual installments deferred in whole or in part: *Provided*, That the sum of \$25,000 shall be paid December 1, 1945, on the deferred installment due December 1, 1945, under the amended repayment contract: *Provided further*, That none of the deferred installments shall bear interest during the periods deferred.

SEC. 4. The Secretary of the Interior is hereby authorized and directed to enter into a supplemental agreement with the San Carlos Irrigation and Drainage District modifying the repayment provisions of the existing repayment contract, as amended, in accordance herewith.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

A similar House bill (H. R. 3288) was laid on the table.

FACILITATING SETTLEMENT OF RETURNING VETERANS

The Clerk called the bill (H. R. 520) to facilitate settlement of returning veterans on farms in projects constructed, operated, and maintained by the Bureau of Reclamation.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. COLE of New York. Mr. Speaker, I ask unanimous consent that the bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

REIMBURSING CERTAIN NAVY PERSONNEL

The Clerk called the bill (H. R. 2805) to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as a result of a fire in Quonset hut occupied by Eighty-third United States Naval Construction Battalion at Camp Rousseau, Port Hueneme, Calif., on December 22, 1944.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. COCHRAN. Mr. Speaker, when this bill was called 2 weeks ago I questioned the wisdom of passing legislation of this kind. I asked some questions with reference to existing law. They were not answered to my satisfaction, and I asked that all these bills go over without prejudice.

Since then I have contacted the Navy Department and I am informed that the Navy Department does have the power to reimburse the members of the Navy who lose certain possessions in the event of the destruction of a ship or something of that kind, but they do not have power in reference to losses at shore stations as the result of fires. I was informed that a general bill is going to be presented to cover this subject to give the Navy the same right that the Army now has, so in view of the explanation, I have no objection to the present consideration of this bill, or similar bills on the calendar.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

There was no objection.

The SPEAKER pro tempore. Without objection, a similar Senate bill (S. 761) will be substituted for the House bill.

There being no objection, the Clerk read the Senate bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, such sum or sums, amounting in the aggregate not to exceed \$365, as may be required by the Secretary of the Navy to reimburse, under such regulations as he may prescribe, certain Navy personnel and former Navy personnel for the value of personal property lost or damaged as the result of a fire in Quonset hut, occupied by the Eighty-third United States Naval Construction Battalion, at Camp Rousseau, Port Hueneme, Calif., on December 22, 1944: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

A similar House bill (H. R. 2805) was laid on the table.

REIMBURSING CERTAIN NAVY PERSONNEL

The Clerk called the bill (H. R. 2806) to reimburse certain Navy personnel for personal property lost or damaged in a fire at Naval Base Two, Rosneath, Scotland, on October 12, 1944.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

There was no objection.

The SPEAKER pro tempore. Without objection, a similar Senate bill (S. 822) will be substituted for the House bill.

There being no objection, the Clerk read the Senate bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, such sum or sums, amounting in the aggregate not to exceed \$426.65, as may be required by the Secretary of the Navy to reimburse, under such regulations as he may prescribe, certain Navy personnel for the value of personal property lost or damaged as the result of a fire at naval base 2, Rosneath, Scotland, on October 12, 1944: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be read a third time, was read a third time, and passed, and a motion to reconsider was laid on the table.

A similar House bill (H. R. 2806) was laid on the table.

REIMBURSING CERTAIN NAVY PERSONNEL

The Clerk called the bill (H. R. 2807) to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as a result of a fire in Quonset hut E-172 at the amphibious training base, Camp Bradford, naval operating base, Norfolk, Va., on January 20, 1945.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

There was no objection.

The SPEAKER pro tempore. Without objection, a similar Senate bill (S. 824) will be substituted for the House bill.

There being no objection, the Clerk read the Senate bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, such sum or sums, amounting to, in the aggregate, not to exceed \$981.30, as may be required by the Secretary of the Navy to reimburse, under such regulations as he may prescribe, certain Navy personnel and former Navy personnel for the value of personal property lost or damaged as the result of a fire in Quonset hut E-172 at the amphibious training base, Camp Bradford, naval operating base, Norfolk, Va., on January 20, 1945: *Provided*, That no part of the amount

appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be read a third time, was read a third time, and passed, and a motion to reconsider was laid on the table.

A similar House bill (H. R. 2807) was laid on the table.

REIMBURSING CERTAIN NAVY PERSONNEL

The Clerk called the bill (H. R. 2853) to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire in the United States naval hospital, Seattle, Wash., on May 10, 1944.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, such sum or sums, amounting in the aggregate not to exceed \$1,331.45, as may be required by the Secretary of the Navy to reimburse, under such regulations as he may prescribe, certain Navy personnel and former Navy personnel for the value of personal property lost or damaged as the result of a fire in the United States naval hospital, Seattle, Wash., on May 10, 1944: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by an agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

OFFICIAL PAPERS RELATING TO TERRITORIES OF THE UNITED STATES

The Clerk called the bill (H. R. 2522) to authorize the Secretary of State to continue to completion the collecting, editing, and publishing of official papers relating to the Territories of the United States.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. COLE of New York. Mr. Speaker, reserving the right to object, heretofore this bill has been passed over largely for the reason that it seemed unnecessary and unwise to direct the compilation of papers connected with the Territorial possessions of the United States at a time when there is an acute shortage of paper. The gentleman from Iowa [Mr. MARTIN] is interested in the measure and after discussing the subject with him he has suggested that a limitation be placed in the bill which would provide that no printing would be done under the bill until after the war period but that it would allow the staff or personnel which has been working on the project to continue the compilation and editing. No

actual printing would be done until after the paper shortage is relieved.

Mr. MURDOCK. Mr. Speaker, will the gentleman yield?

Mr. COLE of New York. I yield.

Mr. MURDOCK. I also am interested in this very meritorious measure. I think the gentleman from Iowa has made a good suggestion and I hope it is acceptable to the House.

Mr. COLE of New York. Mr. Speaker, with that explanation, I withdraw my reservation of objection.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of State is authorized to continue to completion the work of collecting, copying, arranging, editing, copy reading, and index making of the official papers relating to the Territories of the United States as initiated and carried on under the act approved March 3, 1925, as amended to date (5 U. S. C. 167-168C), and to have them issued as a Government publication, of which 420 copies shall be delivered to the Superintendent of Documents, Government Printing Office, for distribution to the libraries heretofore designated by the Governors of the various States, 100 copies for the use of the Department of State, and 100 copies for distribution by the Joint Committee on Printing, and for this purpose there is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, sums of not more than \$30,000 for any one year.

Mr. MARTIN of Iowa. Mr. Speaker, I offer an amendment:

The Clerk read as follows:

Amendment offered by Mr. MARTIN of Iowa: On page 2, line 9, strike out the period at the end of the line and insert a colon and the following: "*Provided*, no expenditure shall be made for printing authorized hereunder until 6 months after the end of hostilities in the present war."

The amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

PERSONNEL DISCHARGED OR RELEASED FROM NAVY, MARINE CORPS, AND COAST GUARD BECAUSE OF UNDER AGE AT TIME OF ENLISTMENT

The Clerk called the bill (H. R. 3345) to provide for pay and allowances and transportation and subsistence of personnel discharged or released from the Navy, Marine Corps, and Coast Guard because of under age at the time of enlistment, and for other purposes.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. COLE of New York. Mr. Speaker, reserving the right to object, when this bill was called on the calendar two weeks ago, I requested that it be passed over without prejudice but made no explanation of my purpose in making that request. I feel it is proper that my reasons should be known. Therefore I take this opportunity to explain.

The purpose of the bill is to authorize the Navy to pay the mustering-out allowance to young men who enlisted in the service, who were under age and who were admitted through a falsification of

their record. A year ago Congress quite properly, I think, passed a bill authorizing the payment of transportation from their place of duty back to their home upon their discharge. That is quite right. But when you extend the allowance as provided in this bill not only to pay their way back home but to give them the mustering-out allowance and subsistence, and perhaps giving them a discharge which is comparable to the discharge of a young man who enlisted legally and without falsification, then I wonder whether we are perhaps not doing a greater disservice to the young man than helping him out.

Mr. BIEMILLER. Mr. Speaker, will the gentleman yield?

Mr. COLE of New York. I yield to the gentleman from Wisconsin.

Mr. BIEMILLER. Is the gentleman from New York aware of the fact that the Army has this provision at the present time for the boys who are similarly situated in the Army and they are granted all the benefits which this bill would give to those in a similar situation in the Navy?

Mr. COLE of New York. Yes; I am aware of that. That is one reason why I hesitate to take the position which I have taken. Yet I am sure the gentleman must have observed that my interest is in preserving the Navy's record. The fact that the Army has adopted a policy which I think is unwise is not a persuasive reason that compels me to allow the Navy to do the same thing.

Mr. BIEMILLER. The gentleman further realizes that it is quite conceivable that in the same community you could have two lads in an identical situation except that one had been in the Army and one in the Navy with entirely different treatment being accorded to them.

Mr. COLE of New York. That is entirely possible, but I am thinking more of the situation from the standpoint of the young man who has admittedly committed perjury, fraud, or forgery, or committed some crime in order to get into the service. If the Government comes along and exonerates him completely, then what kind of lesson does the young man get to carry on throughout the rest of his life? If the Government says it is wrong to do that kind of thing and then turns around and says, "Well, young man, you did it for a laudable purpose and for reasons of patriotism, which is very persuasive, but since you did it for that reason we will forgive you and send you back home to your community as though you had never done it at all," are we really doing the boy a service?

I think it is right that the boy should be discharged. I think it is right that the Government should pay his transportation home. But to completely whitewash his falsification and give him a bonus in addition, I think is not doing the young man any good.

With that explanation, Mr. Speaker, I ask unanimous consent that the bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

PRESENTATION OF MEDALS TO MEMBERS OF THE UNITED STATES ANTARCTIC EXPEDITION, 1939-41

The Clerk called the bill (S. 397) to provide for the presentation of medals to members of the United States Antarctic Expedition of 1939-41.

Mr. ROBSION of Kentucky. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

INCREASING NUMBER OF MIDSHIPMEN ALLOWED AT NAVAL ACADEMY FROM THE DISTRICT OF COLUMBIA

The Clerk called the bill (H. R. 319) to increase the number of midshipmen allowed at the United States Naval Academy from the District of Columbia.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. TARVER. Mr. Speaker, reserving the right to object, on the last call of the Consent Calendar I asked unanimous consent that this bill be passed over without prejudice because I hoped that the Naval Affairs Committee might reexamine the subject matter. I feel that the District of Columbia is entitled to some additional consideration, but not the degree of consideration which is accorded by the pending bill.

For that reason I again ask unanimous consent that the bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Georgia?

There was no objection.

AMENDING SECTION 6 OF THE DEFENSE HIGHWAY ACT OF 1941, AS AMENDED

The Clerk called the bill (H. R. 2840) to amend section 6 of the Defense Highway Act of 1941, as amended.

Mr. COLE of New York. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

REIMBURSING NAVAL PERSONNEL FOR LOSS IN FIRE AT NORFOLK NAVY YARD

The Clerk called the bill (H. R. 2615) to provide for reimbursement of certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire at the outlying degaussing branch of the Norfolk Navy Yard, Portsmouth, Va., on December 4, 1942.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, such sum or sums, amounting in the aggregate not to exceed \$1,884.69, as may be required by the Secretary of the Navy to reimburse, under such regulations as he may prescribe, certain Navy personnel and former Navy personnel for the value of personal property lost or damaged in a fire at the outlying degaussing branch of the Norfolk Navy Yard, Portsmouth, Va., on December 4, 1942: *Pro-*

vide, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

COOPERATION WITH STATE AGENCIES FOR CONTROL OF INDUSTRIAL HEALTH HAZARDS

The Clerk called the bill (H. R. 525), to provide for cooperation with State agencies administering labor laws in establishing and maintaining safe and proper working conditions in industry and in the preparation, promulgation, and enforcement of regulations to control industrial health hazards.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. MILLER of Nebraska. Mr. Speaker, I object to the consideration of House bill 525 at this time. This bill would affect every State health department in the country. The bill proposes to establish an Industrial Safety Commission in the Department of Labor and would authorize the annual appropriation of \$5,000,000 for grants-in-aid to State labor departments to assist them in establishing safe and healthful working conditions in industry. The program would be administered by the Labor Department.

My objection to this bill is that it would place public-health functions in labor departments. At the present time there are 37 State health departments which have full-time divisions of industrial hygiene. Sixteen of these States have by law placed exclusive industrial hygiene jurisdiction in the health departments. There are only two State labor departments which attempt any general service in industrial hygiene. It is obvious that the administration of this bill in at least 16 of the States would be impossible.

The United States Public Health Service makes grants-in-aid to State health agencies for industrial hygiene purposes. These grants are under title 6 of the Social Security Act. The administration of industrial health should be in State health departments and not in labor departments. The administrative machinery at the present time is being efficiently operated with industrial hygiene responsibilities placed in the field of health. If this bill, H. R. 525, would go into effect, it would upset or duplicate the present health activities.

Certainly industrial hygiene should be within the field of health.

The Division of Industrial Hygiene of the United States Public Health Service has been functioning for 31 years and is equipped and staffed with trained personnel. This Congress has recognized the importance of this work by appropriating special emergency funds with which to carry on this activity in health

departments. The Public Health Service now makes grants to State health agencies for industrial hygiene work. This bill would duplicate this work. It seems to me that such duplication would not only be wasteful of public funds but would create confusion and rivalries. Public health work should remain in State departments of health. Industrial hygiene, as a part of the public health field, includes whatever might be done to maintain the health of the employees. Many of the 37 States and 11 large cities have developed an enviable record in the industrial hygiene activities of their State departments of health. It would be unfortunate to hamper such progressive activities by divided authority and interdepartmental friction. If additional funds are needed, they should be provided through the State health departments with their industrial hygiene divisions.

Mr. Speaker, there can be no objection to that portion of the bill which relates to certain safety procedures. We should remember, however, that many of the accidents in labor today are due to the fact that older men, sometimes with poor eyesight, hearing, and less resistance, are working in industry and, thus, have contributed to the number of accidents and injuries occurring in industry. The Labor Department should continue every means possible to reduce accidents. They are not equipped, however, to enter the field of health. While it is true that they have placed a provision in the bill which provides that plans and services of the present public health services in the field of industrial hygiene shall be utilized by the labor departments of the States, it is equally plain that the provision does not safeguard the present activities by the public health services in the States.

I am certain, Mr. Speaker, that this is too important a bill to come up on the Consent Calendar and it is for that reason that I object to its consideration at this time.

The SPEAKER pro tempore. Does the gentleman object to the present consideration of the bill?

Mr. MILLER of Nebraska. Yes; Mr. Speaker, I do.

PURCHASE OF PUBLIC LANDS FOR HOME AND OTHER SITES

The Clerk called the bill (S. 497), to amend an act entitled "An act to provide for the purchase of public lands for home and other sites," approved June 1, 1938 (52 Stat. 609).

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the act entitled "An act to provide for the purchase of public lands for home and other sites," approved June 1, 1938 (52 Stat. 609), is hereby amended by striking out the words "prescribed: *Provided further,* That this act shall not apply to any lands in the Territory of Alaska," and by inserting in lieu thereof the words "prescribe: *Provided further,* That any employee of the Department of the Interior, stationed in Alaska, notwithstanding such employment may, in the discretion of the Secretary, purchase or lease one such tract in the Territory of Alaska, except business sites, under this act."

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

TRANSFER OF CERTAIN LANDS IN LOUISIANA

The Clerk called the bill (S. 660) to transfer certain lands situated in Rapides Parish, La., to board of supervisors of Louisiana State University and Agricultural and Mechanical College.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That, upon the written consent of the majority of directors of the Louisiana Rural Rehabilitation Corporation, the Secretary of Agriculture is hereby directed to convey, grant, transfer, and quitclaim forthwith to the board of supervisors of Louisiana State University and Agricultural and Mechanical College, subject to a covenant on the part of such board to use such property for the establishment and maintenance of an agricultural and vocational school, all right, title, claim, interest, equity, and estate in and to the following-described lands administered by the Secretary as trustee under an agreement of transfer, dated March 31, 1937, with the Louisiana Rural Rehabilitation Corporation and situated in the Parish of Rapides, State of Louisiana, together with the improvements thereon and the rights and the appurtenances thereunto belonging or appertaining, to wit:

Three thousand one hundred and thirteen acres, more or less, located in Rapides Parish, La., and known as the Boeuf Bayou farms project of the Farm Security Administration of the War Food Administration, within the United States Department of Agriculture.

SEC. 2. Until such time as the functions, powers, and duties of the War Food Administrator or the War Food Administration are terminated, the authority vested in the Secretary of Agriculture by this act shall be exercised by the War Food Administrator.

SEC. 3. The transfer of such lands under this act is hereby found to be in the general interest of rural rehabilitation and shall not be deemed to impose any liability upon the Secretary of Agriculture (or War Food Administrator, as the case may be) with respect to his obligations under such agreement of transfer of March 31, 1937.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

Mr. ALLEN of Louisiana. Mr. Speaker, the passage of this bill to transfer a plantation in Rapides Parish, La., to the Louisiana State University and Agricultural and Mechanical College means a great deal to the State of Louisiana, and I want to express my appreciation to the members of the Agriculture Committee who gave such careful consideration to the bill, and also to the House for passing it today. It involves a river plantation consisting of 3,113 acres, situated about 6 miles south of Alexandria, in the parish of Rapides. It is the purpose of the Louisiana State University to establish there a school of agriculture to fit students for effective employment in agriculture. The training program will include instruction in livestock production, dairy production, poultry production, crop production, and soil management. Instruction will also be given in the operation, care, and maintenance of farm equipment and machinery. Farm eco-

nomics, farm forestry, meat processing, and food preservation will also be taught. The program is to include gardening and orchard production, farm carpentry, and all necessary related subjects.

Of course, this is to cover the ultimate program. At the present time the plantation does not have facilities for this work. I am informed that the State of Louisiana has immediately available the sum of \$400,000 to begin the process of converting this farm into a very fine school of agriculture, which we hope eventually will include all of the above matters, and more.

It is thought that this plantation is peculiarly well placed for the launching of this very fine project. The land lies in the very fine Red River Valley and is situated almost in the geographic center of the State. A fine concrete State highway runs through it. It is above overflow. It is within easy reach of the Louisiana State University, just to the south in Baton Rouge. It is within a few minutes' drive of the very thriving city of Alexandria.

It is contemplated that a great many soldiers returning from the armed services will receive, in this school, proper foundation to enable them to go out in life and engage in the various phases of agriculture. Louisiana is a great agricultural State. It is making rapid strides in improving the agricultural interests. We are developing dairying and livestock production rapidly. Fine herds of purebred and grade cattle have developed within the past very few years. We have the climate and the range. This great school that we propose to establish on this land, included in the bill which you have just passed, will unquestionably be a great central point for the dissemination of knowledge and information along all of these lines.

Again, Mr. Speaker, I express my gratitude to the Committee on Agriculture and to the entire House for the passage of this bill.

DOUBLE TIME CREDITS IN DETERMINING RETIRED PAY

The Clerk called the bill (H. R. 1512) to amend section 9 of the Pay Readjustment Act of 1942 (Public Law 607) by providing for the computation of double-time credits awarded between 1898 and 1912 in determining retired pay.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the third paragraph of section 9 of the Pay Readjustment Act of 1942 (Public Law 607) approved June 16, 1942, is amended to read as follows:

"Every enlisted man paid under the provisions of this section shall receive an increase of 5 percent of the base pay of his grade for each 3 years of service up to 30 years. Such service shall be active Federal service in any of the services mentioned in the title of this act or reserve components thereof; service in the National Guard of the several States, Territories, and the District of Columbia; and service in the Enlisted Reserve Corps of the Army, the Naval Reserve, the Marine Corps Reserve, and the Coast Guard Reserve: *Provided,* That retired enlisted men heretofore or hereinafter retired with credit for 30 years' service in the Army, Navy, or Marine Corps and who served be-

yond the continental limits of the United States between 1898 and 1912, such service having been computed under previous laws as double time toward retirement, shall be entitled to receive the maximum retired pay now provided for the grade in which retired."

With the following committee amendment:

Page 2, line 5, after the word "Army", insert "the Officers' Reserve Corps of the Army."

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

AMENDING CIVIL SERVICE RETIREMENT ACT OF MAY 29, 1930

The Clerk called the next bill (H. R. 3256) to amend the Civil Service Retirement Act approved May 29, 1930, as amended, in order to protect the retirement rights of persons who leave the service to enter the armed forces of the United States.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That section 5 of the Civil Service Retirement Act of May 29, 1930, as amended, is amended by adding after the second paragraph thereof a new paragraph as follows:

"During the period of any war, or of any national emergency as proclaimed by the President or declared by the Congress, no officer or employee to whom this act applies who has left or leaves his position to enter the armed forces of the United States shall be considered as separated from such position for the purposes of this act by reason of his service with the armed forces of the United States. This paragraph shall not be so construed as to prevent the payment of refunds as provided by section 7 (a) or 12 (b) of this act."

SEC. 2. There are hereby authorized to be appropriated annually to the civil-service retirement and disability fund such sums as may be necessary to meet the cost of this amendment.

SEC. 3. The amendment made by the first section of this act shall become effective as of September 8, 1939.

With the following committee amendment:

Page 1, line 6, strike out all of lines 6 and 7 and the words "the Congress" in line 8; line 9, after the word "who", insert "during the period of any war, or of any national emergency as proclaimed by the President or declared by the Congress."

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

SETTLING CLAIMS TO CERTAIN LANDS IN NEW MEXICO

The Clerk called the bill (H. R. 2613) to authorize the War Food Administrator or the Secretary of Agriculture to adjust boundary disputes by settling claims to certain so-called Sebastian Martin grant lands in the State of New Mexico.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That either the War Food Administrator or the Secretary of Agri-

culture be, and either of them is hereby, authorized to adjust claims to any portions of the so-called Sebastian Martin grant lands, situated between State Highway No. 64 and the western boundary of said grant, and between the fence constructed by the Government on the west side of Ojo Sarco Creek and the eastern boundary of said grant, in the State of New Mexico, which are administered under title III of the Bankhead-Jones Farm Tenant Act of July 22, 1937 (50 Stat. 522, 525; 7 U. S. C., secs. 1010-1012).

SEC. 2. That for the purpose of carrying out the provisions of this act, if the War Food Administrator or the Secretary of Agriculture shall find, within 20 years after the acquisition by the United States of the lands described in section 1, that the title to any portion or portions of the aforesaid lands is in dispute, and that the person or persons claiming the same or their predecessors in the occupancy thereof and under whom the right thereto is claimed, have been in open, actual, visible, exclusive, hostile, continuous, and adverse possession thereof, for a period of 10 years previous to the date on which the United States acquired such land or interest, irrespective of whether color of title during such possession can be established or not, either the War Food Administrator or the Secretary of Agriculture is hereby authorized to execute and deliver, on behalf of and in the name of the United States, to the person or persons so occupying said lands, whom either of them finds entitled thereto under the provisions of this act, a quitclaim deed to such land or interest.

SEC. 3. Either the War Food Administrator or the Secretary of Agriculture is further authorized, upon a finding by either of them, that any lands situated within the areas described in section 1, which are not claimed by any person or persons as aforesaid, or right to which cannot be established as aforesaid, are not suitable for use and administration in connection with the land-conservation and land-utilization program administered under title III of the Bankhead-Jones Farm Tenant Act, to sell such lands so situated, under such terms and conditions as either of them deems will best accomplish the purposes of title III of the Bankhead-Jones Farm Tenant Act: *Provided, however,* That the consideration to be paid for such lands shall not be less than the value as appraised by authorized representatives of the United States.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

CONFERRING JURISDICTION UPON THE UNITED STATES COURT OF CLAIMS TO CONSIDER CERTAIN CLAIMS UNDER THE TARIFF ACT OF 1922

The Clerk called the bill (H. R. 3437), conferring jurisdiction upon the Court of Claims of the United States to consider certain claims arising after January 1, 1926, out of the Tariff Act of 1922.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. COLE of New York. Mr. Speaker, in view of the fact that the Treasury Department is opposed to the bill it should not be passed by unanimous consent. I therefore ask unanimous consent that the bill be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

AMENDING THE BONNEVILLE PROJECT ACT

The Clerk called the bill (H. R. 2690) to amend the Bonneville Project Act.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That section 2 (f) of the act of August 20, 1937 (50 Stat. 731), as amended by the act of March 6, 1940 (54 Stat. 47), is hereby amended to read as follows:

"Subject only to the provisions of this act, the Administrator is authorized to enter into such contracts, agreements, and arrangements, including the amendment, modification, adjustment, or cancellation thereof and the compromise or final settlement of any claim arising thereunder, and to make such expenditures, upon such terms and conditions and in such manner as he may deem necessary; and the Secretary of the Interior may prescribe by regulation the Administrator's procedure for authorizing or approving such contracts, agreements, arrangements, and expenditures. Notwithstanding the provisions of any other law governing the expenditure of public funds, the General Accounting Office in the settlement of the accounts of the Administrator shall not disallow credit for nor withhold funds because of any expenditure, not in violation of any regulation which the Secretary of the Interior may have prescribed, which the Administrator shall determine to have been necessary to carry out the provisions of this act."

SEC. 2. Section 5 (a) of the said act is hereby amended by inserting before the period at the end of the first sentence the words "and for the disposition of electric energy to Federal agencies."

SEC. 3. Section 6 of the said act is hereby amended by changing the period at the end of the first sentence to a semicolon and adding the following: "and such rates and charges shall also be applicable to dispositions of electric energy to Federal agencies."

SEC. 4. Section 9 (a) of the said act is hereby amended by changing the period to a comma and adding: "and in the maintenance of such accounts, appropriate obligations shall be established for annual and sick leave of absence as earned. The Administrator shall, after the close of each fiscal year, obtain an independent commercial-type audit of such accounts. The forms, systems, and procedures prescribed by the Comptroller General for the Administrator's appropriation and fund accounting shall be in accordance with the requirements of the Federal Water Power Act with respect to accounts of electric operations of public utilities and the regulations of the Federal Power Commission pursuant thereto."

SEC. 5. Section 2 (a) of the said act is hereby amended by striking the language inserted by section 1 of the act of March 6, 1940 (54 Stat. 47); and section 10 of the said act is hereby amended to read as follows:

"(a) The Secretary of the Interior shall appoint, without regard to the civil-service laws, an Assistant Administrator, chief engineer, and general counsel and shall fix the compensation of each in accordance with the Classification Act of 1923, as amended. The Assistant Administrator shall perform the duties and exercise the powers of the Administrator, in the event of the absence or sickness of the Administrator until such absence or sickness shall cease, and in the event of a vacancy in the office of Administrator, until a successor is appointed.

"(b) The Administrator, the Secretary of War, and the Federal Power Commission, respectively, are authorized to appoint, subject to the civil-service laws, such officers and employees as may be necessary to carry out the purposes of this act, the appointment of whom is not otherwise provided for, and to fix their compensation in accordance with the

Classification Act of 1923, as amended: *Provided, however*, That to the extent that the civil-service laws, Classification Act, and other laws or regulations governing the employment or payment of employees of the United States are inconsistent with agreements made by the Administrator with representatives of laborers, mechanics, and workmen employed in connection with the construction work or the operation and maintenance of electric facilities, the said act, laws, and regulations shall not apply to matters covered by such agreements; but in connection with the selection, promotion, or retention of any employee, no political test or qualifications shall be permitted or given consideration, but all such actions shall be taken on the basis of the employee's merit and efficiency: *Provided, further*, That so long as any such contract provides that employees performing services for the Administrator pursuant thereto shall be entitled to the benefits of the Social Security Act, such services shall be deemed to be 'employment' within the meaning of the Social Security Act and sections 1400 through 1432 of the Internal Revenue Code, and such employees, if they otherwise would be so classified, shall not be deemed to be employees within the meaning of the Act of May 22, 1920 (41 Stat. 614), and all acts amendatory thereof or supplementary thereto, and so long as any such contract provides that employees performing services for the Administrator pursuant thereto shall be entitled to unemployment compensation benefits, such services shall be deemed to be 'employment' within the meaning of sections 1600 through 1611 of the Internal Revenue Code if contributions upon the basis of the compensation due for such services are required to be paid under a State unemployment compensation act, and consent hereby is given to the States to require the Administrator to make payments to State unemployment compensation funds for services performed for him under any such contract; the Administrator is authorized to comply with the provisions of the Social Security Act, the Internal Revenue Code, and any applicable State unemployment compensation act on behalf of the United States as the employer of individuals whose service constitutes employment under such act, code, and laws by reason of this section. The Administrator is further authorized to employ physicians, under agreement and without regard to civil-service laws or regulations, to make physical examinations of employees or prospective employees who are or may become laborers, mechanics, and workmen engaged on construction work or the operation and maintenance of electrical facilities. The Administrator, the Secretary of War, and the Federal Power Commission, respectively, are also authorized to appoint, without regard to the civil-service laws, such experts as may be necessary for carrying out the functions entrusted to them under this act and to fix the compensation of each of such experts without regard to the Classification Act of 1923, as amended, but at not to exceed \$7,500 per annum.

"(c) The Administrator may accept and utilize such voluntary and uncompensated services and with the consent of the agency concerned may utilize such officers, employees, or equipment of any agency of the Federal, State, or local governments which he finds helpful in carrying out the purposes of this act; in connection with the utilization of such services, reasonable payments may be allowed for necessary travel and other expenses."

SEC. 6. Section 12 of the said act is hereby amended to read as follows:

"(a) The Administrator is hereby authorized to determine, settle, compromise, and pay claims and demands against the United States which are not in excess of \$1,000 and are presented to the Administrator in writing within one year from the date of accrual thereof, for any losses, injuries, or damages

to persons or property, or for the death of persons, resulting from acts or omissions of employees acting within the scope of their employment pursuant to this act. The Administrator is also authorized to determine, compromise, and settle any claims and demands of the United States for any losses, injuries, or damages to property under the Administrator's control, against other persons or public or private corporations. The Administrator's determination, compromise, settlement, or payment of any of the claims referred to in this subsection shall be final and conclusive upon all officers of the Government, notwithstanding the provisions of any other act to the contrary. When claims presented to the Administrator under this subsection arise, in whole or in part, out of any damage done to private property, the Administrator may repair all or any part of such damage in lieu of making such payments.

"(b) The Administrator may, in the name of the United States, bring such suits at law or in equity as in his judgment may be necessary to carry out the purposes of this act; and he shall be represented in the prosecution and defense of all litigation, including condemnation proceedings, affecting the status of operation of the Bonneville project by his attorneys: *Provided, however*, That such attorneys shall supply the Attorney General with copies of the pleadings in all such cases and that the handling of litigation which, in the Attorney General's opinion, involves interpretation of the Constitution of the United States or which involves appearance in any United States circuit court of appeals or the United States Supreme Court shall be subject to the Attorney General's direction or supervision. The Administrator may compromise and make final settlement of such litigation and pay the amount due under any compromise or judgment. Complaints in condemnation proceedings permitted by section 2 (c) and 2 (d) of this act shall be signed, verified, and filed by the Administrator."

With the following committee amendments:

Page 2, line 1, change the semicolon to a period and strike the balance of the line and all of lines 2 through 12.

Page 3, strike lines 24 and 25; pages 4 and 5, strike the entire page; page 6, strike lines 1 through 9; and substitute the following in lieu thereof:

"(b) The Administrator, the Secretary of War, and the Federal Power Commission, respectively, are authorized to appoint, subject to the civil-service laws, such officers and employees as may be necessary to carry out the purposes of this act, the appointment of whom is not otherwise provided for, and to fix their compensation in accordance with the Classification Act of 1923, as amended. The Administrator may employ laborers, mechanics, and workmen in connection with construction work or the operation and maintenance of electrical facilities (hereinafter called "laborers, mechanics, and workmen") subject to the civil-service laws, and fix their compensation without regard to the Classification Act of 1923, as amended, and any other laws, rules, or regulations relating to the payment of employees of the United States except the act of May 29, 1930 (46 Stat. 468), as amended, to the extent that it otherwise is applicable. The Administrator is further authorized to employ physicians, under agreement and without regard to the civil-service laws or regulations, to make physical examinations of employees or prospective employees who are or may become laborers, mechanics, and workmen. The Administrator, the Secretary of War, and the Federal Power Commission, respectively, are also authorized to appoint, without regard to the civil-service laws, such experts as may be

necessary for carrying out the functions entrusted to them under this act and to fix the compensation of each of such experts without regard to the Classification Act of 1923, as amended, but at not to exceed \$7,500 per annum."

Page 8, add a new section, to be designated section 7, as follows:

"SEC. 7. (a) Section 1426 of the Internal Revenue Code, as amended, is amended by adding at the end thereof the following new subsection:

"(j) Certain Employees of Bonneville Power Administrator: The term 'employment' shall include such service as is determined by the Bonneville Power Administrator (hereinafter called the Administrator) to be performed after December 31, 1945, by a laborer, mechanic, or workman, in connection with construction work or the operation and maintenance of electrical facilities, as an employee performing service for the Administrator, but shall not include any service performed by such a laborer, mechanic, or workman, to whom the act of May 29, 1930 (46 Stat. 468), as amended, applies. The term 'wages' means, with respect to service which constitutes employment by reason of this subsection, such amount of remuneration as is determined (subject to the provisions of this section) by the Administrator be paid for such service. The Administrator is authorized and directed to comply with the provisions of the internal revenue laws on behalf of the United States as the employer of individuals whose service constitutes employment by reason of this subsection."

"(b) Section 209 of the Social Security Act, as amended, is amended by adding at the end thereof the following new subsection:

"(p) (1) The term 'employment' shall include such service as is determined by the Bonneville Power Administrator (hereinafter called the Administrator) to be performed after December 31, 1945, by a laborer, mechanic, or workman, in connection with construction work or the operation and maintenance of electrical facilities, as an employee performing service for the Administrator, but shall not include any service performed by such a laborer, mechanic, or workman to whom the act of May 29, 1930 (46 Stat. 468), as amended, applies."

"(2) The Social Security Board shall not make determinations as to whether an individual has performed services which are employment by reason of this subsection, the periods of such services, the amounts of remuneration for such services which constitutes 'wages' under the provisions of this section, or the periods in which or for which such wages were paid, but shall accept the determinations with respect thereto of the Administrator, and such agents as he may designate, as evidenced by returns filed by the Administrator as an employer pursuant to section 1426 (j) of the Internal Revenue Code and certifications made pursuant to this subsection. Such determinations shall be final and conclusive."

"(3) The Administrator is authorized and directed, upon written request of the Social Security Board, to make certification to it with respect to any matter determinable for the Board by the Administrator under this subsection, which the Board finds necessary in administering this title."

"(c) Section 1606 of the Internal Revenue Code, as amended, is amended by adding at the end thereof the following new subsection:

"(e) The legislature of any State may, with respect to service to be performed after December 31, 1945, by a laborer, mechanic, or workman, in connection with construction work or the operation and maintenance of electrical facilities, as an employee performing service for the Bonneville Power Administrator (hereinafter called the Administrator), require the Administrator, who, for the purposes of this subsection, is desig-

nated an instrumentality of the United States, and any such employee, to make contributions to an unemployment fund under a State unemployment compensation law approved by the Board under section 1603 and to comply otherwise with such law. Such permission is subject to the conditions imposed by subsection (b) of this section upon permission to State legislatures to require contributions from instrumentalities of the United States. The Administrator is authorized and directed to comply with the provisions of any applicable State unemployment compensation law on behalf of the United States as the employee of individuals whose service constitutes employment under such law by reason of this subsection.

"(d) Section 1607 of the Internal Revenue Code, as amended, is amended by adding at the end thereof the following new subsection:

"(m) Certain employees of Bonneville Power Administrator: The term "employment" shall include such service as is determined by the Bonneville Power Administrator (hereinafter called the Administrator) to be performed after December 31, 1945, by a laborer, mechanic, or workman, in connection with construction work or the operation and maintenance of electrical facilities, as an employee performing service for the Administrator. The term "wages" means, with respect to service which constitutes employment by reason of this subsection, such amount of remuneration as is determined (subject to the provisions of this section) by the Administrator to be paid for such service. The Administrator is authorized and directed to comply with the provisions of the internal revenue laws on behalf of the United States as the employer of individuals whose service constitutes employment by reason of this subsection."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

TRUCKEE-CARSON IRRIGATION DISTRICT

The Clerk called the bill (S. 24) for the relief of the Truckee-Carson irrigation district.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the proposed contract approved as to form by the Secretary of the Interior on January 9, 1945, between the United States of America and the Truckee-Carson irrigation district is approved and, after said contract shall have been duly executed for and in behalf of the Truckee-Carson irrigation district, the said Secretary is hereby authorized to execute it on behalf of the United States.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

CONVEYANCE TO STATE OF IOWA OF AGRICULTURAL BYPRODUCTS LABORATORY

The Clerk called the bill (H. R. 1765) to provide for the conveyance to the State of Iowa of the Agricultural Byproducts Laboratory on the campus of the Iowa State College of Agriculture and Mechanic Arts.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of Agriculture is authorized and directed to

donate and convey to the State of Iowa all right, title, and interest of the United States in and to certain premises, situate on the campus of the Iowa State College of Agriculture and Mechanic Arts, Ames, Iowa, conveyed to the United States by the State of Iowa by warranty deed dated January 12, 1934, recorded in deed book 76, page 374, of the records of Story County, Iowa, and the laboratory building which the United States has erected thereon for farm waste investigations.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

WEATHER BUREAU PROPERTY, NORTHFIELD, VT.

The Clerk called the bill (H. R. 3549) to provide for the conveyance of certain Weather Bureau property to Norwich University, Northfield, Vt.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of Commerce is authorized and directed to donate and convey to Norwich University, Northfield, Vt., all right, title, and interest of the United States in and to the property adjacent to the campus of such university, which was conveyed to the United States by such university by warranty deed dated December 19, 1908, recorded in deed book 37, page 72, in the office of the town clerk, Northfield, Vt., together with all improvements thereon, and also to donate to the said university all of the weather station equipment and facilities on such property and in the buildings thereon (exclusive of office supplies and equipment).

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

BRIDGE ACROSS MISSOURI RIVER IN MCLEAN COUNTY, N. DAK.

The Clerk called the bill (S. 233) granting the consent of Congress to the State of North Dakota to construct, maintain, and operate a free highway bridge across the Missouri River.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. COLE of New York. Mr. Speaker, reserving the right to object, as indicated by the title, this bill would authorize the construction of a free bridge across certain navigable waters. It has apparently been the practice or policy of the Committee on Interstate and Foreign Commerce to place a time limitation for the construction of these bridges, yet this bill does not contain the usual time limitation. I have prepared an amendment which would require the construction to be started within 2 years from the date of the enactment of this bill and be completed within 4 years. If no one objects to such an amendment, I will withdraw my reservation and offer the amendment.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the consent of Congress is hereby granted to the State of North Dakota to construct, maintain, and

operate a free highway bridge and approaches thereto across the Missouri River, at a point suitable to the interests of navigation, from McLean County to either Mercer County or Oliver County, N. Dak., in accordance with the provisions of the act entitled "An act to regulate the construction of bridges over navigable waters", approved March 23, 1906, and subject to the conditions and limitations contained in this act. Sec. 2. The right to alter, amend, or repeal this act is hereby expressly reserved.

Mr. COLE of New York. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. COLE of New York: Page 2, line 2, after the word "act", strike out the period, insert a colon and the following: "Provided, That this act shall be null and void unless actual construction of the bridge herein referred to be commenced within 2 years and completed within 4 years from the date of the approval hereof."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

HIGHWAY BRIDGE ACROSS YELLOWSTONE RIVER NEAR FAIRVIEW, MONT.

The Clerk called the bill (S. 234) authorizing the construction of a free highway bridge across the Yellowstone River near Fairview, Mont.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That in order to facilitate interstate commerce, improve the postal service, and provide for military and other purposes, the States of North Dakota and Montana, jointly or severally, are hereby authorized to construct, maintain, and operate a free highway bridge and approaches thereto across the Yellowstone River, at a point suitable to the interests of navigation, near Fairview, Mont., in accordance with the provisions of the act entitled "An act to regulate the construction of bridges over navigable waters", approved March 23, 1906, and subject to the conditions and limitations contained in this act.

Sec. 2. There are hereby conferred upon the States of North Dakota and Montana all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

Sec. 3. The right to alter, amend, or repeal this act is hereby expressly reserved.

Mr. COLE of New York. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. COLE of New York: On page 2, line 2, after the word "act", strike out the period, insert a colon and the following: "Provided, That this act shall be null and void unless actual construction of the bridge herein referred to be commenced within 2 years and completed within 4 years from the date of approval of this act."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and

passed, and a motion to reconsider was laid on the table.

ARKANSAS-MISSISSIPPI BRIDGE COMMISSION

The Clerk called the bill (S. 454) to revive and reenact the act entitled "An act creating the Arkansas-Mississippi Bridge Commission; defining the authority, power, and duties of said commission; and authorizing said commission and its successors and assigns to construct, maintain, and operate a bridge across the Mississippi River at or near Friar Point, Miss., and Helena, Ark., and for other purposes," approved May 17, 1939.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the act approved May 17, 1939, heretofore extended by acts of Congress approved May 27, 1940, and July 14, 1941, and February 12, 1944, creating the Arkansas-Mississippi Bridge Commission and authorizing such commission to construct, maintain, and operate a bridge and approaches thereto across the Mississippi River, at or near Friar Point, Miss., and Helena, Ark., be, and is hereby, revived and reenacted: *Provided*, That this act shall be null and void unless the actual construction of the bridge herein referred to be commenced within 1 year and completed within 3 years from the date of approval hereof.

SEC. 2. The right to alter, amend, or repeal this act is hereby expressly reserved.

The bill was ordered to be read a third time, was read the third time, and passed.

BRIDGE ACROSS THE ST. CROIX RIVER (HUDSON, WIS.)

The Clerk called the bill (S. 527) to extend the times for commencing and completing the construction of a bridge across the St. Croix River at or near Hudson, Wis.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the times for commencing and completing the construction of a bridge across the St. Croix River at or near Hudson, Wis., authorized to be built by the States of Minnesota and Wisconsin, jointly or separately, by an act of Congress approved July 17, 1942, as extended by the act of Congress approved June 22, 1943, are hereby extended until the end of 1 and 3 years, respectively, after the date of the termination of the unlimited national emergency proclaimed by the President on May 27, 1941.

The bill was ordered to be read a third time, was read the third time, and passed.

BRIDGE ACROSS THE COLUMBIA RIVER (CLATSOP COUNTY, OREG.)

The Clerk called the bill (S. 574) to extend the times for commencing and completing the construction of a bridge across the Columbia River in Clatsop County, Oreg.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the times for commencing and completing the construction of a bridge across the Columbia River in Clatsop County, Oreg., authorized to be built by the Oregon-Washington Bridge Board of Trustees by an act of Congress approved June 13, 1934, as amended, as heretofore extended by acts of Congress approved August 30, 1935, January 27, 1936, August 5, 1937, May 26, 1938,

August 5, 1939, December 16, 1940, and May 3, 1945, are further extended 2 and 4 years, respectively, from May 3, 1945.

With the following committee amendments:

Page 2, line 1, strike out "1945" and insert "1943."

Page 2, line 2, strike out "two" and insert "one" and strike out "four" and insert "three."

The committee amendments were agreed to.

The bill was ordered to be read a third time, was read the third time, and passed.

ST. LAWRENCE BRIDGE COMMISSION

The Clerk called the bill (H. R. 476) to revive and reenact the act entitled "An act creating the St. Lawrence Bridge Commission and authorizing said commission and its successors to construct, maintain, and operate a bridge across the St. Lawrence River at or near Ogdensburg, N. Y.," approved June 14, 1933, as amended.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the act approved June 14, 1933, as amended (heretofore extended by acts of Congress approved June 8, 1934, May 28, 1935, April 11, 1936, August 12, 1937, April 26, 1939, June 8, 1940, and August 21, 1941), creating the St. Lawrence Bridge Commission and authorizing said commission and its successors to construct, maintain, and operate a bridge across the St. Lawrence River at or near Ogdensburg, N. Y., be, and is hereby, revived and reenacted: *Provided*, That this act shall be null and void unless the actual construction of the bridge herein referred to be commenced within 2 years and completed within 4 years from the date of approval hereof.

The right to alter, amend, or repeal this act is hereby expressly reserved.

With the following committee amendments:

Page 2, line 7, strike out "two years" and insert "one year."

Page 2, line 8, strike out "four" and insert "three."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

TOLL BRIDGE ACROSS ST. LOUIS RIVER BETWEEN STATES OF MINNESOTA AND WISCONSIN

The Clerk called the bill (H. R. 3150) to revive and reenact the act entitled "An act to authorize the city of Duluth, in the State of Minnesota, to construct a toll bridge across the St. Louis River, between the States of Minnesota and Wisconsin, and for other purposes," approved August 7, 1939.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. COLE of New York. Mr. Speaker, reserving the right to object, this bill would renew the authorization for the construction of a toll bridge. During the past few years, in connection with toll bridges it has been suggested and I thought that the Committee on Interstate and Foreign Commerce had

adopted it as a matter of policy, that legislation authorizing the construction of toll bridges would contain a limitation prohibiting the levying of any toll against a vehicle owned by the United States Government, having in mind principally our military operations. This bill does not carry such provision, so until an appropriate amendment can be prepared which would cover it I suggest that the bill be passed over.

Mr. O'HARA. Would the gentleman consent to offering such an amendment? I am sure the author of the bill, the gentleman from Minnesota [Mr. PITTENGER] would have no objection.

Mr. PITTENGER. I have no objection. I am just wondering why this bill is singled out.

Mr. COLE of New York. This is a toll bridge.

Mr. PITTENGER. This is going to be a toll-free bridge after it is paid for.

Mr. COLE of New York. That is true of all of them.

Mr. PITTENGER. It is a self-liquidating proposition.

Mr. COLE of New York. The gentleman agrees that no toll should be charged the United States Government for vehicles owned by the United States Government?

Mr. PITTENGER. Yes. I would like to see you collect one from the War Department in this war emergency.

Mr. COLE of New York. Then offer an amendment.

Mr. PITTENGER. I am not as capable as the gentleman is to do that. If he has an amendment, offer it.

Mr. COLE of New York. If there is no objection to offering it orally, I shall offer the following amendment:

Page 2, line 7, after the word "hereof", strike out the period, insert a colon and the following: "Provided further, That no toll shall be charged to any vehicle owned by the United States Government."

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the act approved August 7, 1939 (heretofore amended and extended by an act of Congress approved April 30, 1940, and further extended and amended by an act of Congress approved May 9, 1941), authorizing the city of Duluth, in the State of Minnesota, to construct a toll bridge across the St. Louis River between the States of Minnesota and Wisconsin, and for other purposes, be, and is hereby, revived and reenacted: *Provided*, That this act shall be null and void unless the actual construction of the bridge herein referred to be commenced within 2 years and completed within 4 years from the date of approval hereof.

SEC. 2. The right to alter, amend, or repeal this act is hereby expressly reserved.

Mr. COLE of New York. Mr. Speaker, I offer an amendment. The Clerk read as follows:

Amendment offered by Mr. COLE of New York: On page 2, line 7, strike out the period, and insert "Provided further, That no toll shall be charged to any vehicle owned by the United States Government."

The amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

Mr. PITTENGER. Mr. Speaker, I ask unanimous consent to extend my remarks at this point in the Record.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

Mr. PITTENGER. Mr. Speaker, the bill which has just passed, H. R. 3150, is a bill to revive and reenact, and so forth, the act of August 7, 1939, providing for a toll-free bridge across the St. Louis River between Duluth, Minn., and Superior, Wis. This bill is identical with the provisions of Public Law No. 333, Seventy-sixth Congress, approved August 7, 1939, excepting that the time to begin construction of the new bridge in the proposed bill is stated to be 1 year and the time when the bridge shall be finished is 2 years. There is another slight amendment to the effect that vehicles owned by the United States Government shall not be required to pay tolls.

It should be observed that the proposed legislation required the payment of tolls and the revenue thus obtained is to be used in retiring bonds issued for the purpose of constructing the new bridge. When those bonds are retired, the bridge is to be operated by proper agencies and is to be toll free.

It is interesting to note that the existing bridge was constructed under legislation enacted in 1894 and was completed within 2 or 3 years thereafter. Authority to recapture the bridge was contained in the legislation, but the municipalities which acquire the bridge have to pay for it in cash and also support the expense of operation of the bridge. As I pointed out in my remarks in the CONGRESSIONAL RECORD, July 6, 1939, the practical effect of the legislation was to permit the present owners of the bridge to collect tolls because there was no municipality which could issue additional bonds with which to get money to pay for the bridge all at once, or which had sufficient cash on hand to pay for the bridge. The bridge has paid for itself several times, and if any opposition develops to this proposed legislation, it will come from those people who collect large dividends from the revenue provided by the charge of tolls for going across this bridge.

When this legislation was considered in 1939 we had no difficulty in the House, but there were some questions raised in the Senate committee and as a result of hearings before the Senate Committee on Commerce, certain amendments were made to the House legislation so as to meet the objections raised by some folks in Superior, Wis. Section 5 of the act of August 7, 1939, provides that the city of Superior, Wis., and the city of Duluth, should share equally in the consideration and determination of all questions in connection with power conferred upon the city of Duluth by the said act.

Anyone interested in the committee hearings in the Senate will find the printed hearings on H. R. 6475, Seventy-sixth Congress, first session. These hearings were printed for the use of the Senate

Committee on Commerce. The Wisconsin Senators were interested and were consulted in connection with the hearings. The bill was amended by the Senate Commerce Committee and as passed by the Senate in 1939 had the approval of the people of the city of Superior, Wis., and the people of the city of Duluth, as well as the officials of the respective municipalities.

Following the passage of this law approved August 7, 1939, delays were encountered and in time World War II commenced. There were two extensions of the act and both were approved by Congress. When it became evident that it would not be possible to get materials or labor for the construction of a new bridge, during the war period, the matter was abandoned. It is now being revived because every argument that existed in 1939 in favor of the legislation is in point today in connection with this new bill. Further this is an excellent project for postwar work and will furnish employment for a large number of men.

SPRING COMMON BRIDGE

The Clerk called the bill (H. R. 3373) authorizing the reconstruction of the Spring Common Bridge on Mahoning Avenue, across the Mahoning River in the municipality of Youngstown, Mahoning County, Ohio.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Ohio Department of Highways be, and is hereby, authorized to construct, and that the county of Mahoning in the State of Ohio, acting by and through its duly elected board of county commissioners be, and is hereby, authorized to operate and maintain a new free highway bridge (commonly known as the Spring Common Bridge), and approaches thereto, across the Mahoning River on Mahoning Avenue in the city of Youngstown, Mahoning County, Ohio, and to remove the existing structure, such construction work to start before or during the first full post-war calendar year and to be completed within 2 years after the end of such first full post-war calendar year. Such bridge shall be of a design suitable to the interests of navigation in accordance with the provisions of an act entitled "An act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

With the following committee amendment:

Page 1, line 7, after the word "new", insert "free highway."

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

The title was amended so as to read: "A bill authorizing the reconstruction of the Spring Common Bridge on Mahoning Avenue, across the Mahoning River in the municipality of Youngstown, Mahoning County, Ohio."

AUTHORIZING SALE OF PUBLIC LANDS IN ALASKA

The Clerk called the bill (H. R. 1992) to authorize the sale of certain public lands in Alaska to the Catholic bishop of Alaska, in trust for the Roman Catholic Church.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Catholic bishop of Alaska, in trust for the Roman Catholic Church, is hereby authorized for a period of 1 year from and after the effective date of this act to purchase, and the Secretary of the Interior is hereby authorized and directed to convey to the bishop, for use as a shrine and for religious and recreational purposes, the following-described public lands situated in the Tongass National Forest, in Alaska:

Parcel 1. Beginning at corner numbered 4, United States survey numbered 2517, Alaska, latitude fifty-eight degrees twenty-eight minutes north, longitude one hundred and thirty-four degrees forty-eight minutes west, on line of ordinary high tide, Pearl Harbor, Favorite Channel; east, three and two-tenths chains, to corner numbered 3, United States survey numbered 2517; east, four and eight-tenths chains; south eleven degrees fifteen minutes west, fourteen and five-tenths chains; east, fifteen chains; south, thirteen degrees forty-five minutes east, ninety-seven chains; west, thirty-two chains, to line of ordinary high tide, Favorite Channel; northwesterly, along line of ordinary high tide, Favorite Channel and Pearl Harbor, to the place of beginning, containing three hundred and six acres.

Parcel 2. Shrine Island, on the south side of Pearl Harbor, about six chains off shore, designated lot 13, containing one and fifteen one-hundredths acres, special use case, on Forest Service map, section 12, Glacier Highway Plan for Development of Land Resources, Tongass National Forest, Alaska (1935).

Sec. 2. That the conveyance shall be made upon the payment by the said bishop for the land at its reasonable appraised price of not less than \$1.25 per acre, to be fixed jointly by the Secretary of the Interior and the Secretary of Agriculture: *Provided*, That the conveyance hereby authorized shall not include any land covered by a valid existing right initiated under the public-land laws or found by the Secretary of the Interior or the Secretary of Agriculture to be needed for public purposes: *Provided further*, That the coal and other mineral deposits in the land shall be reserved to the United States, together with the right to prospect for, mine, and remove the same under regulations to be prescribed by the Secretary of the Interior.

With the following committee amendment:

Page 2, beginning with line 3, strike out down through line 22, and insert:

"Two tracts of land situated at approximately latitude fifty-eight degrees twenty-eight minutes north, longitude one hundred and thirty-four degrees forty-eight minutes west, the said tracts consisting of tract A, of which the area is forty-five and twenty-seven one-hundredths acres, and tract B, or Shrine Island, of which the area is one and fourteen one-hundredths acres, the specific boundaries of said tracts to be those defined by a survey executed by Charles H. Forward, forester, on May 19, 1945, the field notes and plat of said survey being of record in the office of the Forest Service of Juneau, Alaska."

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

AUTHORIZING EXCHANGE OF CERTAIN LANDS

The Clerk called the bill (S. 100) to authorize an exchange of certain lands

with William W. Kiskadden in connection with the Rocky Mountain National Park, Colo.

There being no objection, the Clerk read the Senate bill, as follows:

Be it enacted, etc. That upon submission of satisfactory evidence of title the Secretary of the Interior is hereby authorized, in his discretion, to accept title on behalf of the United States to the following described land conveyed to William W. Kiskadden by warranty deed No. 174403 from Mrs. Arah Chapman, recorded August 24, 1916, in book 339, page 231, records of Larimer County, Colo.: Beginning at the northeast corner of the southwest quarter of section 31, township 5 north, range 73 west, sixth principal meridian, Colorado; thence south four hundred and eighty feet; thence west two hundred feet; thence north 27 degrees 30 minutes west five hundred and forty-one feet; thence east four hundred and fifty feet to the place of beginning, containing approximately three and fifty-eight one-hundredths acres, and in exchange therefor to issue a patent for that portion of the northeast quarter of the southwest quarter and that portion of the southeast quarter of the northwest quarter of section 31, township 5 north, range 73 west, sixth principal meridian, Colorado, more particularly described as follows: Beginning at a point from whence the center quarter-section corner of section 31 bears south 79 degrees no minutes east, three hundred and sixty and nine-tenths feet; thence south four hundred and eighty feet to a point from whence the east quarter corner of section 31 bears north 79 degrees 22 minutes east, two thousand six hundred and seventy-three and six-tenths feet; thence west two hundred feet; thence north 27 degrees 30 minutes west, five hundred and forty-one feet; thence east four hundred and fifty feet to the point of beginning, containing approximately three and five-tenths acres: *Provided*, That the land conveyed to the United States, other than the land to be patented, shall, upon acceptance of title thereto, become a part of the Rocky Mountain National Park, Colo., and become subject to all laws and regulations applicable to said park.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

CONVEYING CERTAIN LANDS TO THE CITY OF CHEYENNE, WYO.

The Clerk called the bill (S. 911), authorizing the conveyance of certain lands to the city of Cheyenne, Wyo.

There being no objection, the Clerk read the Senate bill, as follows:

Be it enacted, etc., That the Secretary of the Interior is hereby authorized and directed to convey to the city of Cheyenne, Wyo., subject to any and all valid existing rights or claims, for use in connection with the water supply system of the city, and for the protection of its reservoirs, the following-described lands: The north half of section 2, township 13 north, range 70 west, containing three hundred and twenty-six and eighty-six one-hundredths acres, more or less; the northwest quarter of section 4, township 13 north, range 70 west, containing one hundred and sixty-one and twenty-nine one-hundredths acres, more or less; the south half of the north half, the northeast quarter of the northeast quarter, the south half of the southeast quarter, and the southeast quarter of the southwest quarter of section 22, township 14 north, range 70 west, aggregating three hundred and twenty acres, more or less; the west half of the northwest quarter, the southeast quarter of the northeast quarter, and the north half of the south half of section 26, township 14 north, range 70 west,

aggregating two hundred and eighty acres, more or less; the southeast quarter of the southwest quarter of section 30, township 15 north, range 70 west, containing forty acres, more or less; and the southeast quarter of the northwest quarter of section 30, township 15 north, range 70 west, containing forty acres, more or less, sixth principal meridian, Wyoming, upon condition that the city shall make payment for the said lands at their appraised price as fixed by the Secretary of the Interior, but at not less than \$1.25 per acre, within 6 months after the approval of this act: *Provided*, That there shall be reserved to the United States all oil, gas, coal, or other mineral deposits in the lands, together with the right to prospect for, mine, and remove the same under regulations to be issued by the Secretary of the Interior.

SEC. 2. The lands granted pursuant to this act shall be used by the city of Cheyenne, Wyo., for the purposes of its water supply system and the protection of its reservoirs, and for no other purpose, and if said lands or any part thereof shall be abandoned for such use, said lands or such parts shall revert to the United States. The Secretary of the Interior is hereby authorized and empowered to declare a forfeiture of the grant if at any time he shall determine that the city has for more than 1 year abandoned the lands for the use herein indicated, and such order of the Secretary shall be final and conclusive, and thereupon and thereby the lands shall be restored to the public domain free from the operation of this act.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

COUNCIL BLUFFS, IOWA

The Clerk called the bill (H. R. 1634) for the relief of the city of Council Bluffs, Iowa.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to the city of Council Bluffs, Iowa, the sum of \$8,750.13. Such sum shall be in reimbursement of the payment of an equal amount by the city of Council Bluffs, Iowa, for 50,144 sacks which were used with 120,000 other sacks furnished by the United States Army engineers to strengthen the embankments along the Missouri River in order to avert the great flood which threatened the city during the period from April 6 to April 12, 1943.

With the following committee amendments:

Page 1, line 6, after the word "in", strike out the remainder of the line, all of line 7, and down to the word "Iowa" in line 8, and insert "full settlement of all claims against the United States."

At the end of the bill insert "*Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person, violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

REQUISITIONING CERTAIN MATERIAL

The Clerk called the bill (H. R. 538) a bill to empower the Secretary of Agriculture to requisition certain material, equipment, and supplies not needed for the prosecution of the war and for the national defense and to use such material, equipment, and supplies in soil and water conservation work and to distribute such material, equipment, and supplies by grant or loan to public bodies, and for other purposes.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. COCHRAN. Mr. Speaker, reserving the right to object, this question was discussed thoroughly in the House committee, in the Senate committee, on the House floor, on the Senate floor, and by the conferees at the time the surplus property bill was under consideration; in fact, an amendment was offered on the floor of the House similar to this provision. That amendment was defeated. The House and the Senate took the position that surplus property should not be given away. This bill will repeal the provisions of the Surplus Property Act. I think it is a mistake.

Let us remember that the States of the Union are in excellent financial condition. Almost every State has a surplus while the Federal Government has a national debt, the amount of which no one at any time ever felt would reach such a tremendous figure. We are going to have to pay that debt and we are likewise going to have to pay interest on that debt. If we should pass this legislation you would immediately have requests of every character along the same line. For instance, the States and municipalities would want the Government to donate all the fire apparatus. In fact, that suggestion has already been advanced.

The Committee on Naval Affairs recently brought in a bill amending the Surplus Property Act and it was passed. It had to do with the disposition of property declared surplus by the Navy and required that before certain types of property could be disposed of, such as vessels over 1,000 tons, shore stations, and so forth, the Congress would have to pass on the sale. I was ill at the time that bill passed but had I been present I certainly would have opposed it. You are going to have other bills submitted to the House, but I think that we should retain the principle that surplus property is not going to be given away but must be sold, although I believe that it is proper that priority be given to the States and the subdivisions of States to purchase any surplus property that might be needed before it is sold to the general public.

Mr. Speaker, I ask unanimous consent that the bill be passed over without prejudice.

Mr. CASE of South Dakota. Mr. Speaker, further reserving the right to object, I would like to ask the gentleman from Missouri if he is satisfied with the progress being made by the Surplus Property Board in the disposition of this property?

Mr. COCHRAN. No; I am not. The Surplus Property Board under the act is

required to give certain priorities. Among those are priorities to the States and subdivisions of the States, which includes the counties and the municipalities. They have priority in purchasing this type of material. For instance, the department of agriculture of a State could ask for a priority or the roads department of a State could ask for a priority, to buy such material.

Then there are certain priorities for veterans.

Mr. CASE of South Dakota. I recognize that is all true. I must confess, however, I have been considerably disappointed in the lack of progress that has been made by the Surplus Property Board in getting this material out and getting it into the hands of potential users.

Also I have been impressed by the statement of the members of the Board that after World War I of the values recovered in the sale of surplus property 80 percent was recovered in the first year and that if the property was not sold in the first year there was a corresponding decrease in value and possibility of recovery. In view of that development in the situation, it seems to me that reconsideration of some of the Surplus Property Board's powers might be in order and if that is to be done, the action proposed in this bill should be among the first items considered.

Mr. COCHRAN. I will say to the gentleman there is no doubt but that the Congress should immediately rewrite the Surplus Property Act. If the bill that was brought into this House by your committee had been accepted by the Senate you would not have had the situation that confronts us today. Your conferees fought for 2 weeks trying to get the provisions of the House bill enacted. We had to agree to a compromise. One of the most important compromises was with respect to the Board. You will recall this House wanted an administrator and we held out for one, but the Senate at the outset wanted a board of seven. We finally compromised on a board of three. It was the best we could get.

Mr. CASE of South Dakota. And that board of three has not agreed.

Mr. COCHRAN. Then what happened? Two members of the Board overrode the Administrator and the Administrator, former Senator Gillette, of Iowa, resigned.

The Surplus Property Act as it is today will not work, and we might just as well understand the situation and rewrite it.

Mr. CASE of South Dakota. I am glad to have that statement by the gentleman from Missouri. He is one of the leaders in the House. I hope his expression at this time receives consideration. When the Surplus Property Board members were before the Committee on Appropriations, the question of whether or not the act is workable was one of the things taken up in some of their testimony. That was shortly followed by the resignation of Senator Gillette. Certainly progress is not being made today as it should be. Time is passing and the potential value of what might be recovered is decreasing. Action is indicated.

Mr. POAGE. Mr. Speaker, will the gentleman yield?

Mr. CASE of South Dakota. I yield.

Mr. POAGE. I think we might keep the record straight. The gentleman from Missouri suggested that in his opinion this would break down the Surplus Property Act. I do not want to take the time to read a long letter from the Chairman of the Surplus Property Board which is in the report on this bill and is to be found on page 5 of the report, but I do want to call attention to this statement by former Senator Gillette, Chairman of the Surplus Property Board.

The letter says:

You will have in mind, I am sure, that I am heartily in accord with the purposes and goals of the proposed legislation, and I do not see how we would be inconsistent with the provisions of the Surplus Property Act. On the contrary, it would seem to strengthen the position of the Secretary of Agriculture as the claiming agency under the provisions of the Surplus Property Act.

Further down in the letter, at the very end, he says:

It would seem to me that there is real merit in the purposes of your bill, and I cannot see how it would hamper the administration of the Surplus Property Act.

That letter was written on June 9, 1945, by the Chairman of the Surplus Property Board.

Mr. CASE of South Dakota. Does it carry the signature of Senator Gillette?

Mr. POAGE. It carries the signature of Senator Gillette. I have the original of it, and if anybody would like to see it, it is printed in the report.

Mr. COCHRAN. Mr. Speaker, will the gentleman yield?

Mr. CASE of South Dakota. I yield.

Mr. COCHRAN. I will say to the gentleman, it will not hamper the Surplus Property Act, but it will hamper the United States Treasury by giving hundreds of millions of dollars of property away. That is the principle involved.

Mr. CASE of South Dakota. If the property is not sold and if the value is decreasing all the time, it will eventually lose all value. It may be a question of whether the United States might not be better off to put it in the hands of subdivisions of the Government which would get some use out of it and put it to work.

Mr. COCHRAN. Property of this type is not depreciating because they do not have any of it to sell, but they will have plenty of it in the future.

Mr. CASE of South Dakota. Then it should be disposed of before the time comes when it loses its value.

Mr. COCHRAN. You are right, and when it is declared surplus you will have 100 buyers who would want each machine.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri [Mr. COCHRAN] that the bill be passed over without prejudice?

There was no objection.

Mr. MADDEN. Mr. Speaker, that completes the call of the Consent Calendar.

EXTENSION OF REMARKS

Mr. LARCADE asked and was given permission to extend his remarks in the RECORD and include a short letter from one of his constituents.

Mr. RABAUT asked and was given permission to extend his remarks in the Appendix of the RECORD and include a speech he made in California recently.

Mr. COCHRAN asked and was given permission to extend his remarks in the RECORD and include an article from a magazine.

Mr. NORRELL asked and was given permission to extend his remarks in the Appendix of the RECORD and to include a short letter.

Mr. O'KONSKI asked and was given permission to extend his remarks in the RECORD in three instances on three different subjects, and to include certain newspaper articles.

Mr. HAND asked and was given permission to extend his remarks in the Appendix of the RECORD.

Mr. HOFFMAN asked and was given permission to extend his remarks in the RECORD and to include letters and newspaper articles.

PRIVATE CALENDAR

The SPEAKER pro tempore. The Clerk will call the first bill on the Private Calendar.

MADLINE WINTER

The Clerk called the first bill on the calendar, H. R. 1301, for the relief of Madeline Winter.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Madeline Winter, of Caribou, Maine, the sum of \$20,000, in full satisfaction of her claim against the United States for compensation for the death of her husband, Alfred Winter, and minor son, Alfred Winter, Jr., who were killed on June 26, 1943, by a United States Army airplane while in a field at Caribou, Maine: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

With the following committee amendment:

Page 1, line 5, after the word "Winter", strike out the balance of line 5, all of lines 6 and 7, down to and including the word "Junior" in line 8, and insert: "the sum of \$10,000; to pay to Ethel Newton the sum of \$5,160, both of Caribou, Maine, in full settlement of all claims against the United States for the deaths of Alfred Winter, Sr., Alfred Winter, Jr., and Elouise May Newton."

Mr. SPRINGER. Mr. Speaker, I offer an amendment to the committee amendment.

The Clerk read as follows:

Amendment offered by Mr. SPRINGER: On line 9, page 1, strike out "\$10,000" and insert "\$8,340."

The amendment to the committee amendment was agreed to.

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

The title was amended so as to read: "A bill for the relief of Madeline Winter and Ethel Newton."

BEN W. COLBURN

The Clerk called the bill (H. R. 1145) for the relief of Ben W. Colburn.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Ben W. Colburn, of Tulare, Calif., the sum of \$4,529.55. The said Ben W. Colburn, under contracts dated May 12, 1944, purchased certain smoke generators from the Treasury Department, and the amount above specified represents loss suffered by him by reason of the fact that, notwithstanding representations made as to the usable condition of such generators, most of them were so rusted, broken, or bent as to be beyond repair for any use.

With the following committee amendment:

Page 2, line 3, insert "*Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000."

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

D. T. GEORGE

The Clerk called the bill (H. R. 786) for the relief of D. T. George.

Mr. MCGREGOR and Mr. DOLLIVER objected; and the bill, under the rule, was recommitted to the Committee on Claims.

PAULINE SMALLWOOD

The Clerk called the bill (H. R. 799) for the relief of Pauline Smallwood.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of money in the Treasury not otherwise appropriated, to Pauline V. Smallwood, the sum of \$10,000 for the wrongful death of her husband, Stanley E. Smallwood, who met his death by reason of a United States Army truck having proceeded against a red light and having collided with the truck which Mr. Smallwood was driving. The accident occurred at the intersection of Edgewood Road and United States Route No. 40, 2 miles north of Edgewood, Md., on July 21, 1943.

With the following committee amendment:

Page 1, line 5, after the word "appropriated", strike out the balance of the page and line 1, page 2, and insert "to the estate

of Stanley E. Smallwood the sum of \$5,388.50; to the legal guardian of Frank Carter, Jr., a minor, the sum of \$1,000; to the legal guardian of Donald Keithley, a minor, the sum of \$208; to the Keithley Bros. Garage the sum of \$525, in full settlement of all claims against the United States for the death of Stanley E. Smallwood, and on behalf of the said Frank Carter, Jr., and Donald R. Keithley for personal injuries sustained by them and for medical and hospital expenses incurred for treatment; and by the said Keithley Bros. Garage for the property damage sustained by them as the result of an accident involving an Army truck at the intersection of United States Highway No. 40 and Highway No. 408, near Edgewood, Md., on July 21, 1943.

"SEC. 2. That no part of the sum appropriated under this act to the estate of Stanley E. Smallwood shall be paid to the General Transportation Casualty & Surety Co., as subrogee: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000."

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

The title was amended so as to read: "A bill for the relief of the estate of Stanley E. Smallwood; to the legal guardian of Frank Carter, Jr., a minor; to the legal guardian of Donald R. Keithley, a minor; to Keithley Bros. Garage."

GEORGE E. BAKER

The Clerk called the bill (H. R. 1456) for the relief of George E. Baker.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of money in the Treasury not otherwise appropriated, to George E. Baker the sum of \$360, in full compensation and settlement for all claims and demands of George E. Baker, an employee of the United States post office, Portland, Oreg., by reason of the payment by him to the United States, the sum of \$360 on or about July 22, 1943, to cover an alleged shortage of automobile stamps which were reported missing while he was absent from duty, owing to illness, and which were lost through no fault or dereliction of duty of George E. Baker.

With the following committee amendment:

Page 2, line 3, after the word "Baker", insert "*Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000."

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third

time, and passed, and a motion to reconsider was laid on the table.

WILLIAM J. DEBLER

The Clerk called the bill (H. R. 2398) for the relief of William J. Debler.

Mr. MCGREGOR and Mr. SPRINGER objected; and the bill, under the rule, was recommitted to the Committee on Claims.

CLARA BLACK

The Clerk called the bill (H. R. 2737) for the relief of Clara Black.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Clara Black, of Alhambra, Calif., the sum of \$10,000, in full satisfaction of all claims against the United States arising out of the death of her husband, Leon Black, who was killed by a truck owned by the War Department and being operated in connection with War Department business on Highway No. 99, near Indio, Calif., on April 11, 1944, at 1:30 a. m.: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

With the following committee amendments:

Page 1, line 6, strike out "\$10,000" and insert "\$5,000."

Page 1, line 8, after the word "husband", insert the word "Harry."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

PAUL W. MANKIN

The Clerk called the bill (H. R. 3363) for the relief of Paul W. Mankin.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Paul W. Mankin, of Knoxville, Tenn., the sum of \$379.55, in full satisfaction of his claim against the United States for damages sustained by him as a result of his Dodge four-door automobile being run into and wrecked by a Civilian Conservation Corps truck, No. 82862, on the 26th day of July 1940, on the public highway between Knoxville, Tenn., and Sunshine, Tenn., said Civilian Conservation Corps truck at the time of said collision being operated by a member of the Civilian Conservation Corps: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or agents, attorney or attorneys, on account of services rendered in connection with said claim. It shall be unlawful for any agent or agents, attorney or attorneys, to exact, collect, withhold, or receive any sum of the amount appropriated in this act in excess of 10 percent thereof on account of services rendered in connection with said claim, any contract to the contrary notwithstanding. Any person violating the provisions of this

act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

ESTATE OF MRS. MARY KARALIS

The Clerk called the bill (H. R. 3419) for the relief of the estate of Mrs. Mary Karalis.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to the estate of Mrs. Mary Karalis, Minneapolis, Minn., the sum of \$240, in full settlement of all claims against the United States for personal injuries, medical and hospital expenses sustained as the result of a collision between the automobile in which she was a passenger, and a United States Army truck on United States Route No. 12, near Baraboo, Wis., on May 2, 1940: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

OTTO KRAUS

The Clerk called the bill (H. R. 3443) for the relief of Otto Kraus, receiver of the Neafie & Levy Ship & Engine Building Co.

Mr. SPRINGER and Mr. DOLLIVER objected, and the bill, under the rule, was recommitted to the Committee on Claims.

JOHN W. FARRELL

The Clerk called the bill (H. R. 3453) for the relief of John W. Farrell.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to John W. Farrell, of New York, N. Y., the sum of \$1,000 in full settlement of all claims against the Government of the United States for damages received to an automobile truck owned by the said John W. Farrell on the 6th day of June 1938, when the said truck was completely damaged as a result of the careless and negligent manner in which the Works Progress Administration was constructing and repairing the roadway on Summit Avenue, between One Hundred and Sixty-second and One Hundred and Sixty-third Streets, in the Borough of the Bronx, city and State of New York: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or agents, attorney or attorneys, on account of services rendered in connection with said claim. It shall be unlawful for any agent or agents, attorney or attorneys, to exact, collect, withhold, or receive any sum of the amount appropriated in this act in excess of 10 percent thereof on account of services rendered in connection with said claim, any con-

tract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

CLARENCE J. SPIKER AND FRED W. JANDREY

The Clerk called the bill (H. R. 3417) for the relief of Clarence J. Spiker and Fred W. Jandrey.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That there is authorized to be appropriated and there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, \$175 to reimburse Clarence J. Spiker, American consul general, for Australian £36:12:4, the equivalent of \$117, and Fred W. Jandrey, American consul, for Australian £18:6:1, the equivalent of \$58, deposited by them in the American consulate at Melbourne, Australia, in replacement of Australian £54:18:5, the equivalent of \$175, which disappeared from the consulate sometime between 11 o'clock antemeridian, December 23 and the morning of December 27, 1944.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

ADOLPH PFANNENSTIEHL

The Clerk called the bill (H. R. 1953) for the relief of Adolph Pfannenstiehl.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. SPRINGER and Mr. MCGREGOR objected, and, under the rule, the bill was recommitted to the Committee on Claims.

SETTLERS ON THE INTERNATIONAL STRIP AT NOGALES, ARIZ.

The Clerk called the bill (S. 69) for the relief of settlers on the International Strip at Nogales, Ariz.

The SPEAKER pro tempore. Is there objection to the present consideration of the bill?

Mr. DOLLIVER. Mr. Speaker, I ask unanimous consent that this bill may be passed over without prejudice.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Iowa?

There was no objection.

THOMAS C. LOCKE

The Clerk called the bill (S. 75) for the relief of Thomas C. Locke.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That Thomas C. Locke, lieutenant colonel, United States Army, retired, is hereby relieved of liability for all charges entered against him as post quartermaster at Chanute Field, Rantoul, Ill., for the loss of public funds and property which were stolen from the commissary at Chanute Field on or about December 2, 1924, and for losses alleged to have been sustained in the operation of such commissary during the period from December 1926 to April 1927.

SEC. 2. The Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appro-

riated, to the said Thomas C. Locke, the sum of \$1,037.99, in full satisfaction of his claim against the United States for reimbursement of amounts paid by him in settlement of such charges.

Mr. SPRINGER. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. SPRINGER: Page 2, line 2, strike out "\$1,037.99" and insert "\$313."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

IDA E. LAURIE AND ZELLA RICKARD

The Clerk called the bill (S. 134) for the relief of Ida E. Laurie and Zella Rickard.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Ida E. Laurie, of Marshfield, Oreg., the sum of \$1,000, in full satisfaction of her claims against the United States, and to Zella Rickard, of Marshfield, Oreg., the sum of \$250, in full satisfaction of her claims against the United States, for compensation for personal injuries sustained by them as a result of an accident which occurred when the Army vehicle in which they were riding as passengers collided with another Army vehicle near Marshfield, Oreg., on or about May 7, 1943: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with these claims, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

With the following committee amendment:

Page 2, line 3, strike out "or about May 7, 1943" and insert: "May 8, 1943."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

MR. AND MRS. JAMES E. MCGHEE

The Clerk called the bill (S. 301) for the relief of Mr. and Mrs. James E. McGhee.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Mr. and Mrs. James E. McGhee, of Jacksonville, Fla., the sum of \$5,760, in full satisfaction of their claim against the United States for compensation for the death of their son, Millard E. McGhee, who was killed when he was struck by the motor falling from a United States Army aircraft which crashed at Jacksonville, Fla., on July 20, 1944: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the

contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

CATHOLIC CHANCERY OFFICE, INC.

The Clerk called the bill (S. 501) for the relief of the Catholic Chancery Office, Inc.

There being no objection the Clerk read the bill as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to the Catholic Chancery Office, Inc., of Sioux Falls, S. Dak., the sum of \$11,980.33, in full satisfaction of its claims against the United States (1) for compensation for the use by the War Department of a building owned by it, possession of which was taken by the War Department under an option to purchase which the War Department subsequently failed to exercise, and for losses sustained by it as a result of the occupancy of such building by the War Department, and (2) for reimbursement of expenses incurred by it in vacating and making such building available for use by the War Department: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this Act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

MR. AND MRS. ARTHUR R. BROOKS

The Clerk called the bill (S. 512) for the relief of Mr. and Mrs. Arthur R. Brooks.

There being no objection the Clerk read the bill as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Arthur R. Brooks, of Hampton, N. H., the sum of \$927, and to Sara H. Brooks, of Hampton, N. H., the sum of \$6,679, in full satisfaction of their respective claims against the United States for compensation for personal injuries and property damage sustained by them, and for reimbursement of medical, hospital, and other expenses incurred by them, as a result of an accident which occurred when they were struck by a United States Army vehicle while crossing a street in North Hampton Beach, N. H., on September 22, 1942: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with these claims, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

Mr. SPRINGER. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. SPRINGER: Page 1, line 7, strike out "\$6,679" and insert "\$4,579."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

LEGAL GUARDIAN OF CLIFTON R. WEIR

The Clerk called the bill (S. 672) for the relief of the legal guardian of Clifton R. Weir.

There being no objection, the Clerk read the bill as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to the legal guardian of Clifton R. Weir, a minor, the sum of \$1,500, in full settlement of all claims against the United States for compensation for personal injuries sustained by said Clifton R. Weir, on May 24, 1944, at Brunswick, Ga., when he dropped an unexploded rifle grenade which had been found outside a United States Army rifle range and had come into the possession of said Clifton R. Weir: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

Mr. SPRINGER. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. SPRINGER: Page 1, line 6, strike out "\$1,500" and insert "\$1,000."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

WILLIAM B. SCOTT

The Clerk called the bill (S. 712) for the relief of William B. Scott.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Administrator of Civil Aeronautics is authorized and directed to provide for the transportation from Norfolk, Va., to Jacksonville, Fla., of the furniture and other household effects of William B. Scott, which were transported by the Navy Department to Norfolk, Va., from the naval operating base at Guantanamo Bay, Cuba, where the said William B. Scott was formerly stationed as an employee of the Civil Aeronautics Administration, and (1) to pay the cost of transporting such furniture and other household effects from Norfolk, Va., to Jacksonville, Fla., and (2) to reimburse the said William B. Scott for expenses incurred by him in providing for the storage of such furniture and other household effects from the date of arrival thereof in Norfolk, Va., to the date of transportation thereof to Jacksonville, Fla., as herein provided, from any appropriation available for paying traveling expenses of employees of the Civil Aeronautics Administration.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

NITA RODLUN

The Clerk called the next bill, S. 748, for the relief of Nita Rodlun.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Nita Rodlun, of Portland, Oreg., the sum of \$83.48, in full satisfaction of her claim against the United States for compensation for personal injuries sustained by her when the automobile in which she was riding collided with a United States Army vehicle at the intersection of Southwest Sixteenth Avenue and Southwest Morrison Street, in Portland, Oreg., on September 26, 1944: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

MR. AND MRS. JOHN T. WEBB, SR.

The Clerk called the bill (S. 784) for the relief of Mr. and Mrs. John T. Webb, Sr.

The SPEAKER. Is there objection to the present consideration of the bill?

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Mr. and Mrs. John T. Webb, Sr., of Delaware City, Del., the sum of \$7,519.95, in full satisfaction of their claims against the United States (1) for compensation for the deaths of their minor sons, John T. Webb, Jr., and Henry P. Webb, due to personal injuries resulting from the explosion of a rocket projectile which had come into their possession through the negligence of United States military personnel, and (2) for reimbursement of funeral expenses incurred by them on account of such deaths: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

Mr. MCGREGOR. Mr. Speaker, I offer an amendment. The Clerk read as follows:

Amendment offered by Mr. MCGREGOR: Page 1, line 6, strike out "\$7,519.95" and insert "\$6,519.95."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

RUBY DORIS CALVERT

The Clerk called the bill (S. 867) for the relief of Ruby Doris Calvert, as administratrix of the estate of Frederick Calvert, deceased.

There being no objection, the Clerk read the bill as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Ruby Doris Calvert, as administratrix of the estate of Frederick Calvert, deceased, the sum of \$2,421, in full settlement of all claims against the United States on account of the death of the said Frederick Calvert as the result of an accident involving a vehicle of the United States Army in Reykjavik, Iceland, on November 14, 1942: *Provided*, That the claimant accepts such sum in full settlement of all claims against the United States on account of the death of the said Frederick Calvert: *And provided further*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

MR. AND MRS. STEPHEN E. SANDERS

The Clerk called the bill (S. 956) for the relief of Mr. and Mrs. Stephen E. Sanders.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, (1) to Mrs. Stephen E. Sanders, of Kittery Point, Maine, the sum of \$1,000, in full satisfaction of her claim against the United States for compensation for personal injuries sustained and for medical and hospital expenses incurred by her as the result of an accident which occurred when the automobile which she was driving was struck by a United States Army vehicle in Kittery Point, Maine, on September 3, 1942, and (2) to Stephen E. Sanders, of Kittery Point, Maine, the sum of \$50, in full satisfaction of his claim against the United States for compensation for damages to his automobile not covered by insurance as a result of such accident: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

Mr. SPRINGER. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. SPRINGER: Page 1, line 6, strike out "\$1,000" and insert "\$677."

The amendment was agreed to.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

OSCAR R. STEINERT

The Clerk called the bill (H. R. 851) for the relief of Oscar R. Steinert.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay to Oscar R. Steinert, the sum of \$5,000, out of any money in the Treasury not otherwise appropriated, as compensation for and in full settlement of all claims for damages against the United States on account of personal injuries sustained by him and expenses incident thereto, as a result of his being struck and injured by a Government automobile which was driven by an employee of the Post Office Department: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent shall be paid or delivered to or received by any agent or agents, attorney or attorneys, on account of services rendered in connection with said claims. It shall be unlawful for any agent or agents, attorney or attorneys, to exact, collect, withhold, or receive any sum of the amount appropriated in this act in excess of 10 percent thereof on account of any services rendered in connection with said claims, any contract to the contrary notwithstanding. And person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

With the following committee amendment:

Page 1, line 4, strike out the word "the", all of lines 5 to 10, inclusive, and line 1 on page 2 and insert the following: "of Chicago, Ill., the sum of \$5,000, in full settlement of all claims against the United States for personal injuries, medical and hospital expenses, loss of earnings, and property damage sustained as the result of an accident involving a United States post-office vehicle, on June 25, 1943, in Chicago, Ill."

The committee amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

LAMAR OXLEY

The Clerk called the bill (H. R. 1563) for the relief of Lamar Oxley, a minor.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Owen Oxley, father of Lamar Oxley, a minor, the sum of \$3,970.62, in full settlement of all claims against the United States on account of personal injuries received by the minor, Lamar Oxley, when an antitank mine fuze, which had been found by Lamar Oxley in an Army bivouac area near Kirthwood, parish of Vernon, State of Louisiana, exploded while it was in his possession on March 14, 1944: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or agents, attorney or attorneys, on account of services rendered in connection with said claim. It shall be unlawful for any agent or agents, attorney or attorneys, to exact, collect, withhold, or receive any sum of the amount appropriated in this act in excess of 10 percent thereof on account of services rendered in connection with said claim, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

With the following committee amendment:

Page 1, line 5, strike out the words "Owen Oxley, father," all of lines 6 to 10, inclusive, and lines 1 and 2, on page 2, and insert the following: "N. Owen Oxley, of Kurthwood, La., the sum of \$301.22, and to the legal guardian of Lamar Oxley, a minor, of Kurthwood, La., the sum of \$3,669.40, the said sums to be in full settlement of all claims against the United States of the said N. Owen Oxley for expenses incurred and losses sustained by him as the result of the injury of his minor son, Lamar Oxley, and of the said Lamar Oxley for the personal injuries sustained by him on March 14, 1944, as the result of the explosion of an antitank mine fuze found by Lamar Oxley in an abandoned United States Army maneuver area near Kurthwood, La."

Mr. DOLLIVER. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. DOLLIVER: Page 2, line 5, strike out "\$3,669.40" and insert "\$3,169.40."

The amendment to the amendment was agreed to.

The committee amendment as amended was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

The title was amended so as to read: "A bill for the relief of N. Owen Oxley and the legal guardian of Lamar Oxley, a minor."

INGLIS CONSTRUCTION CO., A CORPORATION

The Clerk called the bill (H. R. 1565) for the relief of Inglis Construction Co., a corporation.

There being no objection, the Clerk read the bill as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Inglis Construction Co., a corporation of the State of Florida and doing business in Louisiana, with headquarters at Leesville, La., the sum of \$3,055, in full settlement of all claims against the United States on account of destruction of machinery and supplies by the United States Army at Norco, in the parish of St. Charles, State of Louisiana, on or about May 4, 1943: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or agents, attorney or attorneys, on account of services rendered in connection with said claim. It shall be unlawful for any agent or agents, attorney or attorneys, to exact, collect, withhold, or receive any sum of the amount appropriated in this act in excess of 10 percent thereof on account of services rendered in connection with said claim, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

Mr. SPRINGER. Mr. Speaker, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. SPRINGER: Page 1, line 8, strike out "\$3,055" and insert "\$1,500."

The amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

MRS. OLLIE PATTON

The Clerk called the bill (H. R. 1674) for the relief of Mrs. Ollie Patton.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury be, and he is hereby, authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, the sum of \$5,000, to Mrs. Ollie Patton, of Columbia, La., in full settlement of all claims against the United States for the death of her son, John Leon Patton, as a result of being struck and killed by a United States Army truck on United States Highway No. 165, near Corey, La., on January 19, 1944: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

ESTATE OF GREENFIELD PAYNE

The Clerk called the bill (H. R. 1851) for the relief of the widow and three children of Greenfield Payne.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Charles H. Ruth-erford, Jr., of Nashville, Tenn., the duly qualified and acting administrator of the estate of Greenfield Payne, the sum of \$15,000, in full satisfaction of his claim against the United States for compensation for the death of Greenfield Payne on September 21, 1944, when he was struck by a bomber of the United States Army north of Berry Field in Nashville, Tenn.: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

With the following committee amendments:

Page 1, line 5, strike out "Charles H. Ruth-erford, of Nashville, Tenn., the duly qualified and acting administrator of."

Page 1, line 7, strike out "\$15,000" and insert "\$5,270."

Page 1, line 8, strike out "his claim" and insert "all claims."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

G. HINDERS

The Clerk called the bill (H. R. 2193) for the relief of G. Hinders.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. DOLLIVER and Mr. SPRINGER objected; and, under the rule, the bill was recommitted to the Committee on Claims.

MRS. VIRGINIA M. KISER

The Clerk called the bill (H. R. 2317) for the relief of Mrs. Virginia M. Kiser.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the time limitations prescribed in sections 10 and 11 of the act entitled "An act to provide compensation for employees of the United States suffering injuries while in the performance of their duties, and for other purposes", approved September 7, 1916, as amended (U. S. C., 1940 edition, title 5, secs. 760 and 761), shall not apply with respect to the death of James U. Kiser of Olive Hill, Ky., who sustained an injury on May 5, 1936, while in the performance of his duty as an employee of the Works Progress Administration and who died as a result of such injury on June 26, 1943. The claim of Mrs. Virginia M. Kiser, widow of the said James U. Kiser, on account of his death shall be considered and acted upon by the United States Employees' Compensation Commission under the remaining provisions of law applicable in her case as if the death of the said James U. Kiser had resulted within the time prescribed by such sections 10 and 11, but only if such claim is filed with the United States Employees' Compensation Commission not later than 60 days after the date of enactment of this act.

Sec. 2. If the United States Employees' Compensation Commission should determine pursuant to section 1 of this act that the said Mrs. Virginia M. Kiser is entitled to compensation for the death of her husband, she shall be entitled to receive within 60 days after the date of enactment of this act, in addition to compensation payable after the date of the award to her of death compensation, in a lump sum, back compensation for the period beginning with the death of her husband and ending on the date of the award to her of death compensation.

With the following committee amendments:

Page 2, line 2, after the word "who", insert "is alleged to have."

Page 2, line 4, after the comma, insert "alleged."

The committee amendments were agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

EARL J. SHOWS

The Clerk called the bill (H. R. 2529) for the relief of Earl J. Shows.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That sections 15 to 20, inclusive, of the act entitled "An act to provide compensation for employees of the United States suffering injuries while in the performance of their duties, and for other purposes", approved September 7, 1916, as amended (U. S. C., 1934 edition, title 5, secs. 767 and 770), are hereby waived in favor of Earl J. Shows, who allegedly was disabled as the result of a back injury received while lifting a panel to a prefabricated building during February 1943, while employed by the

Laurel Army Air Base, Laurel, Miss., as a road helper, and his claim for compensation is authorized to be considered and acted upon under the remaining provisions of such act, as amended, if he files such claim with the United States Employees' Compensation Commission not later than 6 months after the date of enactment of this act: *Provided,* That no benefits hereunder shall accrue prior to the approval of this act.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

FLORIDA RHONE BURCH

The Clerk called the bill (H. R. 2545) for the relief of Florida Rhone Burch.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Florida Rhone Burch, of De Land, Fla., the sum of \$5,000, in full satisfaction of all claims against the United States for the death of her son, Donald Rhone, which resulted from personal injuries received on August 26, 1941, when a United States Civilian Conservation Corps truck ran into a truck going in the opposite direction along a public street of De Land, Fla., causing it to run upon the sidewalk and to strike the said Donald Rhone: *Provided,* That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

MRS. RITA CHAUVIN GREEN

The Clerk called the bill (H. R. 2866) for the relief of Mrs. Rita Chauvin Green.

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That notwithstanding any other provision in the act entitled "An act to provide compensation for the employees of the United States suffering injuries while in the performance of their duties, and for other purposes", approved September 7, 1916, as amended (U. S. C., 1934 ed., title 5, secs. 767 and 770), are hereby waived in favor of Mrs. Rita Chauvin Green, of New Orleans (Algiers), La., and that she be considered as the lawful and legal wife of George W. Green, who was killed on December 22, 1942, while operating a portable crane for the United States Navy at the Naval station, New Orleans, La.

Sec. 2. That the said Mrs. Rita Chauvin Green shall receive all the benefits extended under the Employees' Compensation Act as the legal wife of George W. Green.

With the following committee amendment:

Strike out all after the enacting clause and insert: "That in the administration of the act entitled 'An act to provide compensation for employees of the United States suffering injuries while in the performance of their duties, and for other purposes', approved September 7, 1916, as amended (5

U. S. C. 751-791), Rita Cauvin Green shall be deemed to be the widow of George Washington Green, who died on December 22, 1922, as the result of an accident which occurred while he was operating a crane for the Navy Department at the United States naval station, New Orleans, La., notwithstanding any finding to the contrary which may have been made under such act with respect to her marital status: *Provided*, That claim for compensation for death by reason of this act shall be filed within 1 year from the approval of this act: *Provided further*, That no benefits shall accrue by reason of this act prior to the date of approval hereof."

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

The title was amended so as to read: "A bill for the relief of Mrs. Rita Cauvin Green."

REVERE SUGAR REFINERY

The Clerk called the bill (H. R. 1955) for the relief of the Revere Sugar Refinery.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. MCGREGOR. Mr. Speaker, owing to the fact that this bill gives authorization in excess of \$115,000, and is establishing a precedent relative to the OPA, a precedent that I think this House as a whole should determine in debate, I ask unanimous consent that the bill be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

There was no objection.

PHILIP KLEINMAN

The Clerk called the bill (S. 311) for the relief of Philip Kleinman.

There being no objection, the Clerk read the Senate bill, as follows:

Be it enacted, etc., That the Secretary of the Treasury is authorized and directed to pay, out of any money in the Treasury not otherwise appropriated, to Philip Kleinman, of Salem, Oreg., the sum of \$495 in full satisfaction of his claim against the United States for payment of medical and hospital expenses incurred by him in securing medical and hospital treatment of his physical disabilities attributable to injuries sustained by him, in the course of duty, while he was a member of Company G, Twenty-sixth Infantry, United States Army: *Provided*, That no part of the amount appropriated in this act in excess of 10 percent thereof shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with this claim, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not exceeding \$1,000.

The bill was ordered to be read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

SAUNDERS MEMORIAL HOSPITAL

The Clerk called the bill (S. 693) for the relief of the Saunders Memorial Hospital.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. SPRINGER. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

Mr. MADDEN. Mr. Speaker, that concludes the call of the Private Calendar.

EXTENSION OF REMARKS

Mr. ALLEN of Louisiana. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD following the passage of S. 660 on the Consent Calendar of today.

The SPEAKER. Is there objection to the request of the gentleman from Louisiana?

There was no objection.

The SPEAKER. Under previous order of the House, the gentleman from Wisconsin [Mr. KEEFE] is recognized for 40 minutes.

COMMODITY EXCHANGE ACT

Mr. KEEFE. Mr. Speaker, the Commodity Exchange Act, chapter 1 of title 7 of the United States Code, was enacted into law for a specific purpose. It is well to understand that this legislation deals generally with transactions in commodities involving the sale thereof for future delivery as commonly conducted on boards of trade and known as futures. The statute declares such transactions to be affected with a public interest, and because they are carried on in large volume by the public generally and by persons engaged in the business of buying and selling commodities and the products and byproducts thereof, the prices involved are generally quoted throughout the United States and in foreign countries. These prices are used as the base for determining commodity prices to the producer and consumer. Such transactions have been indulged in for years by shippers, dealers, millers and others engaged in interstate commerce. History records that prices on such boards of trade are subject to speculation, manipulation, and control. Sudden fluctuations in prices quoted frequently occur, and constitute a burden on interstate commerce.

The Commodity Exchange Act was designed to protect the public and to bring products upon the commodity exchanges of the Nation under control. The law, among other things, specifically prohibits the manipulation of the price of a commodity in interstate commerce. Section 13 of title 7 provides:

Any person who shall violate the provisions of section 6, section 6 (a), section 6 (b), section 6 (c), section 6 (d), section 6 (e), section 6 (h), or section 6 (i) of this title, or who shall manipulate or attempt to manipulate the price of any commodity in interstate commerce or for future delivery on or subject to the rules of any board of trade, or who shall corner or attempt to corner any such commodity, etc., shall be deemed guilty of a misdemeanor and upon conviction thereof be fined not more than \$10,000 or imprisoned for not more than 1 year or both, together with the costs of prosecution.

Thus, responsive to public demand, this legislation became law on June 15, 1936. Persons dealing in commodities affected by this legislation had a right to assume that the law would be vigorously en-

forced and that the public interest would be protected.

Mr. Speaker, time will not permit me to go into all of the ramifications incident to the administration of this law. I do, however, desire to make some comment with respect to the rye market on the Chicago Board of Trade. On May 26, 1945, Mr. Ashley Sellers, Assistant War Food Administrator, filed a complaint and notice of hearing under section 6b of the Commodity Exchange Act, against General Foods Corporation, Charles W. Metcalfe, Daniel F. Rice & Co., Daniel F. Rice, Lawrence J. Ryan, and Philip O'Brien. In this complaint, it is alleged that these respondents and, may I add, those collaborating with them, manipulated a corner on rye as of May 27, 1944, and accumulated under their control 89 percent of the total deliverable supply of rye in Chicago. The complaint further alleges that the price of rye futures on the Chicago Board of Trade advanced approximately 52 cents per bushel between December 1942 and December 1943; that from December 1943 to May 1944 the price was maintained by the respondents and those collaborating with them at a level ranging approximately from \$1.25 to \$1.35 per bushel, or 50 to 70 cents above a normal price range. The complaint further alleges that the respondents named in the complaint not only attempted to corner the rye market in Chicago but that they actually did effect a corner of the actual rye in Chicago and particularly grades of rye declared by the Chicago Board of Trade as deliverable and stored in those public elevators at Chicago from which delivery could be made in satisfaction of futures contracts. The complaint further charges that these respondents, and I charge that those affiliated with them, manipulated the price of rye futures and actual rye on and subject to the rules of the Chicago Board of Trade.

In passing, it may be noted that as a result of this unlawful action on the part of this group and their associates, the short sellers of rye on the Chicago Board of Trade lost many millions of dollars, and many of them were wiped out, solely because of the unlawful and reprehensible corner which was obtained by the respondents named by the War Food Administration and others not named who were working in concert with them.

An examination of the price of rye on the Chicago market and on the Winnipeg market shows how this group and those associated with them manipulated the market by causing unconscionable increases in the price of rye and how they prevented "sort sellers" from satisfying their delivery contracts except through the payment of extortionate prices controlled by this group. It will be noted that the War Food Administration itself has been compelled to take this action as a result of the unlawful manipulations of both rye and rye futures on the Chicago Board of Trade. The complaint alleges that in May 1944 the respondents named in the complaint held or controlled approximately 11,805,000 bushels of cash rye, amounting to 89 percent of the total deliverable supply in Chicago. Of this quantity, approximately 3,000,000

bushels had been imported from Canada and delivered by "shorts" in satisfaction of May 1944 Chicago futures contracts. Thus we have on the word of the War Food Administration itself a direct allegation that the rye market on the Chicago Board of Trade in 1942-43, and up to May 1944, was rigged and manipulated so as to bring about a corner on the rye market, causing an unreasonable and reprehensible increase in the price of cash rye which has caused those in the pool to make millions and has caused those who had sold "short" to lose millions.

Some months ago, I charged on the floor of this House that the War Food Administration and the Commodity Credit Corporation had been used by manipulators in the grain market so that these manipulators have been able to extract millions of profit out of transactions on the Chicago Board of Trade. I want to expand and enlarge somewhat on that statement.

It will be noted that the complaint, heretofore referred to, limits the scope of its investigation to May 27, 1944, and does not relate to what I conceive to be the unlawful actions of this group, in the period following that date. The fact of the matter is that this group, with tentacles reaching into Washington, could not have maintained their position in the rye market if the normal and ordinary process of trade prevailed. Certainly the holders of this tremendous amount of cash rye in the elevators at Chicago had to move some of this grain. The tremendously high price charged by these manipulators for rye was all out of line with corn and wheat, and a market at these extremely high prices had to be rigged in order that they could continue in the corner and maintain the prices to which they had boosted cash rye.

How did they operate? We find that on June 23, 1944, the War Production Board issued a directive to all industrial alcohol distillers requiring them to use rye and/or granular rye flour to the extent of not less than 10 percent of their total monthly grain bill. Although this order was vigorously protested by the producers of industrial alcohol, it was nevertheless imposed by the War Production Board. The order states that it was issued at the request of the War Food Administration and was to terminate on September 30, 1944, unless later extended. The order was extended to continue this practice for another 3 months, beginning September 30, but was withdrawn on November 13 at the suggestion of Judge Jones, War Food Administrator.

The figures as supplied to me by the War Production Board indicate that in the months of July, August, and September 1944, 4,906,820 bushels of rye, or approximately 12.6 percent of the total grain used by the alcohol distillers, was used, and it is safe to assume that approximately the same amount was consumed in the period between September 30 and November 13, 1944. Those manipulators, these gentlemen who had effected a corner on the rye market, were able to sell to the alcohol distillers through the imposition of this order 6,000,000 plus bushels of rye upon which they realized a most handsome profit, all

of said profit in the end being paid by the United States Government that used industrial alcohol.

You will observe I stated that Judge Jones, in the face of the tremendous pressure that was brought upon him to cancel this order, did instruct the War Production Board to cancel this order. It was suspended as of November 13, 1944. But these manipulators did not stop there. They are pretty well entrenched. They have their tentacles reaching out in all directions. The millions which they are making there on that board of trade were not going to be lost if they could help it.

What did they do? Again in the face of a short rye crop, barely enough rye to provide for domestic needs, the same influences that secured this order from the War Production Board and the War Food Administration prevailed upon the Commodity Credit Corporation to purchase rye for use by the Foreign Economic Administration in connection with the relief work of UNRRA. Think of it. With corn rotting on the ground, with untold bushels of surplus wheat, some influence was powerful enough to get the Commodity Credit Corporation to purchase rye for foreign shipment.

The figures which have been furnished to me indicate that in March 1945 between four and five million bushels of cash rye were purchased by the Commodity Credit Corporation for export at prices ranging from \$1.18½ to \$1.29 a bushel, rye that could have been bought in the Argentine for 65 cents a bushel, if you please. Oh, but these manipulators had to sell some of this great hoard of rye and move it out of the elevators in Chicago. Thus they were able to get rid of over 5,000,000 bushels to the Commodity Credit Corporation. They were paid a tremendous profit out of the Treasury of the United States. This was possible because they had so manipulated and rigged the market at Chicago that they had a corner upon the deliverable cash rye.

The domestic users of rye were likewise forced to pay through the nose as a result, and the poor people of this country who look upon rye bread as a staple article of diet were faced with the prospect of seeing rye go from 65 cents a bushel to \$1.57 a bushel through the manipulations of this gang that have become so powerful that they can reach right here into the Government at Washington and use the agencies of Government for their own benefit.

I make no appeal for those who lost their millions selling short on the Chicago Board of Trade. They will have their day in court, I assume, and I believe they have good grounds for action when their losses came about as a result of the unlawful corner of the rye market effected by those who have been named in the complaint filed by the War Food Administration.

I do protest vigorously, however, the action of the War Food Administration in requesting the War Production Board to issue the orders heretofore referred to, and I most vigorously protest the action of the Commodity Credit Corporation in purchasing the rye for foreign export upon the request of the Foreign

Economic Administration. When these agencies purchased this rye they should have known of the existence of a corner in the rye market which would enable the inside group and their associates and collaborators to take unreasonable and unconscionable profits out of rye, the price of which had been boosted beyond all reason on the Chicago Board of Trade through their unlawful monopoly. Who are the people who benefited as the result of this transaction? Who are the people who were collaborating with this group that has been cited before the War Food Administration? What man in public life holding high official position in either the War Food Administration, the Commodity Credit Corporation, or the Foreign Economic Administration profited as a result of these manipulations in the rye market?

Mr. Speaker, what Members of Congress, if you please, exercised their powers of persuasion on the War Food Administration and the Foreign Economic Administration to put through the orders which vitally affected the rye market and which were in large measure responsible for the maintenance of this corner right up to the present hour? Who were the men in and out of Congress and government who dragged down huge profits as a result of this transaction? In God's name, how long are the American people going to tolerate a situation where a small inside group in the War Food Administration or the Commodity Credit Corporation, or the Foreign Economic Administration can, by their actions, offer inside tips as to marketing manipulations that result in huge profits to those on the inside?

Mr. Speaker, this situation with respect to the manipulation in the rye market on the Chicago Board of Trade amounts to nothing short of a national scandal. It should be investigated with all the investigatory powers possessed by the Congress of the United States. We should know what, if any, tie-up there has been between these agencies and the group who effected the corner on the rye market. We should know and expose to the public any Member of Congress who has enriched himself as a result of his power to influence decisions of these agencies of government. It is high time that the Congress itself took a look at this situation and orders should be issued immediately banning any further export of rye when we have such large surpluses of exportable corn and wheat.

Mr. Speaker, it is manifestly impossible for a single Member of Congress to put his finger definitely upon the exact profits that have been taken out of this transaction, but I assure you and I assure the people of this country that a suitable and proper investigatory committee, with authority to subpoena records, documents, telephone and telegraph information, together with the books of those trading on the Chicago Board of Trade, in rye, would develop the truth of this situation. I have repeatedly made the charge, and I reiterate it again, that the Commodity Credit Corporation, the War Food Administration and the Foreign Economic Administration, acting singly or in concert, have it within their power to know-

ingly or unknowingly, wittingly or unwittingly, rig the grain markets of America so that those on the inside have been able to profit enormously at public expense while those not on the inside have suffered tremendous and irretrievable losses. This situation is the very thing that the Commodity Exchange Act was designed to prevent.

Is it not high time, therefore, that a committee of this House go into these facts thoroughly in order that the honesty and integrity of the Congress itself may not be impugned? I refer to both Houses of the Congress when I make that statement.

Is it not high time for the criminal division of the Department of Justice to sift this scandal and bring those guilty of willful violations to justice?

Mr. SABATH. Mr. Speaker, will the gentleman yield?

Mr. KEEFE. I yield to the distinguished gentleman from Illinois.

Mr. SABATH. Some time ago I listened with a great deal of interest to the gentleman's statement relative to these unjustifiable conditions, as well as to the statement of the gentleman from New York. I said that I for one shall continue to try to obtain information and that the guilty people should be punished. I have tried to bring about the elimination of the original order by which they forced the distillers, for whom I have no special love, to use 10 percent of the rye when there was about twenty-five times the amount of that grain as compared with corn and wheat, when we had plenty of wheat and corn. Since that time I have learned that these orders that they have placed and the purchases that have been made of rye for Belgium and other countries were forced upon the people who originally wanted to buy wheat but somehow they were convinced that rye would be better for them to buy, notwithstanding that the price has gone up, as I noticed yesterday, to \$1.57 a bushel, and corn is \$1.18, when wheat and corn both have greater food value than rye, and rye is nearly 37 or 38 cents above the price of corn.

I think there is something wrong somewhere, and the gentleman from Wisconsin [Mr. KEEFE] is justified in the statement he is making demanding an investigation.

Mr. KEEFE. I am glad to hear the distinguished gentleman from Illinois [Mr. SABATH] make that statement. I am sure the gentleman is quite familiar with this situation in view of the fact he comes from Chicago. I know he is aware of the situation of which I have spoken this afternoon.

The gentleman from Illinois is chairman of the Committee on Rules of the House. Would the gentleman say this afternoon whether or not as chairman of the Committee on Rules he would favor the passage of a resolution to provide for a special investigating committee of this House to go into this unholy tie-up between the Commodity Credit Corporation, the War Food Administration, and the FEA on the manner in which they have permitted to grow up the very corner which they themselves now denounce and which has caused the

situation that the gentleman knows about so well and which I have attempted in a small way to describe this afternoon?

Mr. SABATH. Charges have already been made and the investigation is on. If they do not go on and if they do not extend the investigation and prosecution up to June 1945, I will do everything I can to bring out a resolution to investigate the whole situation which has existed and now exists.

Mr. KEEFE. I am glad to hear the gentleman say that, because it appears that the complaint filed by the War Food Administration only goes to May 1944. These orders and these purchases have all happened since that time, and the corner which exists, exists as of this date—today. They should investigate subsequent to May 1944, in order to drag the real skeletons out of the closet.

Mr. SABATH. I am not interested in short sellers, but I have been and I am interested in the rye-bread users, those poor people in the country that use mostly rye bread. Because of this unjustifiable increase, rye flour has increased tremendously.

Mr. STEFAN. Will the gentleman yield to me?

Mr. KEEFE. I yield.

Mr. STEFAN. I would like to observe that the chairman of the Rules Committee indicates that an investigation is now on and if something is not done about that effectively, he assures the gentleman from Wisconsin he will do everything possible to see that a resolution is introduced and passed in this House to investigate this scandal. The gentleman referred to the Department of Justice. I happen to be a member of the subcommittee which makes appropriations for the Department of Justice. I will ask the gentleman whether anything has been done toward referring to the Department of Justice this terrible condition that exists.

Mr. KEEFE. I assume the situation is simply this: The War Food Administration, as I indicated in my statement a few moments ago, has filed a complaint under the Commodities and Exchange Act, and has required certain individuals, together with General Foods, to appear and show cause why their trading privileges should not be revoked. That hearing was scheduled to take place on July 2. I understand it has been postponed until August. That hearing, as far as the complaint filed is concerned, only covers transactions up to May 1944. The real date which ties the War Food Administration itself and the Commodity Credit Corporation into this picture, took place after May 1944, and unless they continue their investigation and file further and amended complaints, it will be up to the Department of Justice to see to it that the criminal prohibitions of the Commodities and Exchange Act are carried out and imposed.

Mr. STEFAN. Will the gentleman yield further?

Mr. KEEFE. I yield.

Mr. STEFAN. In our hearings making appropriations for the Department of Justice it has been asserted time after time that the agencies of the Govern-

ment are opposed to profiteers during the war, opposed to commercializing on the war. I ask the gentleman what information has been furnished the Department of Justice in order that the Department of Justice can also make some investigation.

Mr. KEEFE. I have every reason to believe that the Department of Justice has all of the information at hand, with all of its investigatory authority found by the Federal Bureau of Investigation. It seems to me rather purile for the gentleman to ask me to furnish the Department of Justice with information with respect to violations which have been so notorious that they are common gossip here on Capitol Hill; so notorious that the War Food Administration itself was forced to begin action, which I understand only means cancellation of the trading privilege of these people on the board of trade. Can it be that I, as a Member of Congress, must be required to bring to the Department of Justice the books, records and statistics of the board of trade? Certainly not. The gentleman knows I could not do that. What I want the gentleman to understand is that what I am asking is that the investigatory power lodged in the Department of Justice be brought to play on this situation and in collaboration with the investigators of the War Food Administration, that they not only file this civil proceedings but that they institute criminal proceedings against those people who are alleged, in violation of the plain provisions of the Commodities and Exchange Act to have actually brought about a corner in the rye market.

The SPEAKER pro tempore. The time of the gentleman from Wisconsin has expired.

Mr. HOFFMAN. Mr. Speaker, I ask unanimous consent that the gentleman may proceed for 10 additional minutes.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. STEFAN. Will the gentleman yield to me in order not to place me in an embarrassing position?

Mr. KEEFE. I certainly will yield. I do not want to do that.

Mr. STEFAN. Of course, I do not expect the gentleman from Wisconsin to furnish the Department of Justice with voluminous documents and so on. But the gentleman, who is rendering a great contribution to the taxpayers of America today, a great contribution to those who say they are going to eliminate monopolies and eliminate profiteering in war, certainly must have some information when he gives me the impression from what he has said today that somebody has been making millions of dollars out of a corner on the rye market of America. I assure the gentleman I will ask someone in authority in the Department of Justice whether or not the Department of Justice has taken some notice of what the gentleman has said today.

Mr. KEEFE. I call the gentleman's attention in order that he may have additional information to the fact that the case to which I referred, pending before the Department of Agriculture,

before the War Food Administrator, is entitled:

In re General Foods Corp., Charles W. Metcalf, Daniel F. Rice & Co., Daniel F. Rice, Lawrence J. Ryan, and Philip R. O'Brien, respondents.

CE-A Docket No. 34. Complaint and notice of hearing under section 6 (b) of the Commodity Exchange Act.

If the gentleman will get a copy of that complaint he will find the entire picture and will not have to take my word for it. It is signed by Mr. Ashley Sellers, Assistant War Food Administrator, and was filed on the 28th day of May 1945. There is the information from the War Food Administration itself. The trouble is, it does not go where it should go; it ends in May 1945, and the real facts ought to be investigated as to what took place after that time when these orders from the War Production Board to which I have referred and the purchase orders of the Commodity Credit Corporation were issued, in the fall of 1944 and in the spring of 1945.

I hope the gentleman with his power and influence down at the Department of Justice will set the wheels in motion so that these people may be brought to trial and exposed to the American people.

Mr. HOFFMAN. Mr. Speaker, will the gentleman yield?

Mr. KEEFE. I yield to the gentleman from Michigan.

Mr. HOFFMAN. Did I understand the gentleman correctly as saying that wheat and corn had a higher food value per pound than rye?

Mr. KEEFE. The gentleman from Illinois [Mr. SABATH] made that statement.

Mr. HOFFMAN. And that rye was selling for more than either corn or wheat?

Mr. KEEFE. That is true; very much more.

Mr. HOFFMAN. How is it that OPA does not regulate that?

Mr. KEEFE. I cannot answer that question. Perhaps the same influences that were brought to bear to secure these orders and purchase orders may have had some influence with OPA, for all I know. They boosted the price of rye from 65 cents a bushel to \$1.57 a bushel; and as a result of this corner which they have brought about in the rye market they are making Uncle Sam and everybody in America pay through the nose. They even went so far as to go to Canada and control the market in Winnipeg so that the shorts could not have rye at a fair price to fulfill their commitments. Or, this is a powerful group, and when in the face of the positive criminal prohibition of the Commodity Exchange Act they can bring about such a situation as that in America during wartime I think it is high time something ought to be done about it.

Mr. HOFFMAN. Mr. Speaker, will the gentleman yield further?

Mr. KEEFE. I yield.

Mr. HOFFMAN. Could not OPA control the situation by holding down the price of rye?

Mr. KEEFE. The gentleman, who is a great student of OPA—

Mr. HOFFMAN. No; I have always been against it. What little I learned, convinced me that it was not any good.

Mr. KEEFE. The gentleman is in a better position to answer that than I am. My answer would be merely cumulative of what the gentleman said. I assume that OPA could, if they saw fit to do so. I make no charges against OPA in connection with the matter at all.

Mr. HOFFMAN. Yes; but they could have controlled the whole situation if they wanted to. Last week we continued their life for another year and let that situation go on.

Mr. KEEFE. May I say to the gentleman from Michigan that we passed the Commodity Exchange Act which was designed to control this situation. We have a law, the Commodity Exchange Act which was designed by this Congress and passed in 1936, to handle this very situation. It is not necessary for OPA to go into this situation if that act is enforced. There is plenty of law in the statute books today under that act to govern and control this situation so that we will have an orderly and legal price range on the markets of this country with respect to transactions in grain.

Mr. HOFFMAN. Mr. Speaker, will the gentleman yield further?

Mr. KEEFE. I yield.

Mr. HOFFMAN. But we gave OPA authority to hold down prices, and everyone knows if they held down the price of the rye market at the present time these manipulators could not do this thing.

Mr. KEEFE. What OPA has done is to hold down the price of rye bread in the country, and bakers of rye bread are compelled to pay the differential. I assume what has happened is that they have been unwilling to pay this price for rye so they have been trying to use corn and wheat instead, because the bakers who furnish the rye bread to the poor people of this country could not afford to pay \$1.57 as against 65 cents a bushel and furnish their bread at the OPA ceiling. I merely state that as a conjecture and an observation. I do not know whether it is the fact or not—I have not gone into it—but it would seem a reasonable conclusion to deduce.

EXTENSION OF REMARKS

Mr. LEMKE asked and was given permission to extend his remarks in the Record and include extraneous matter.

Mr. MURDOCK (at the request of Mr. PATMAN) was given permission to extend his remarks in the Appendix of the Record.

PERMISSION TO ADDRESS THE HOUSE

Mr. PATMAN. Mr. Speaker, I ask unanimous consent to address the House for 1 minute, to revise and extend my remarks and to include therein certain statements.

The SPEAKER. Is there objection to the request of the gentleman from Texas?

There was no objection.

[Mr. PATMAN addressed the House. His remarks appear in the Appendix.]

STRIKES AT AKRON, OHIO

Mr. CURTIS. Mr. Speaker, I ask unanimous consent to proceed for 1 min-

ute and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Nebraska?

There was no objection.

Mr. CURTIS. Mr. Speaker, a shameful thing is taking place in this country. Why does not the President of the United States do something about it? If legislation is needed, he should ask for it at once. May I read from an article appearing in the Washington Daily News as of today bearing the date line Akron, Ohio:

AKRON, OHIO, July 3.—The Goodyear Tire & Rubber Co.'s plant here, largest producer of airplane tires and tubes in the Nation's rubber capital, has stood idle now for 14 days. Each of those days has cost Army and Navy fliers who are paving the way for invasion of Japan's homeland, 2,600 tires and 1,600 tubes.

As of last night, Allied bombers and fighters in the Pacific war zones have been deprived by the 16,700 striking Goodyear workers of 39,000 tires and 24,000 tubes.

The Navy warned publicly, when the strike was only 1 week old, that even then it had been forced to send retreated and damaged tires, including some with bad side walls, to fliers in the Pacific.

PRODUCTION HOLD-UP

Six days later the Army and Navy, in a joint statement, said that otherwise completed Corsairs and Avengers were being held back from the Pacific front for lack of tires, brake material, and self-sealing gasoline tanks that the Goodyear plant was to have manufactured.

Both statements said flatly that the strike is costing the lives of American soldiers, sailors, and marines.

Meanwhile, workers at Firestone, another of the big three in Akron, have voted to strike.

GREATER LOSS THREATENED

Firestone and Goodrich each employs almost as many factory workers as Goodyear does in its tire and rubber division.

The evidence available in Akron appears to support the Army-Navy contention that the Goodyear strike is shutting off from the Pacific front, tires that are badly needed for blasting Japan out of the war with a minimum loss of American lives.

Why can we not get on with the war? We on the home front must not desert our brave men in the Pacific. No one has a right to stop production in wartime.

The SPEAKER. The time of the gentleman from Nebraska has expired.

EXTENSION OF REMARKS

Mr. GAMBLE asked and was given permission to extend his remarks in the Record in two instances and to include editorials in both.

Mr. DE LACY and Mr. FOLGER asked and were given permission to extend their remarks in the Record and include editorials.

NEEDLESS KILLINGS?

Mr. HOFFMAN. Mr. Speaker, I ask unanimous consent to address the House for 5 minutes and to revise and extend my remarks.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. HOFFMAN. Mr. Speaker, a few days before the Yalta Conference there

was a persistent rumor in Washington that the Japanese had offered to surrender all of the territory they had conquered, their fleet, their arms, their military power, and to deliver up a certain number of war criminals.

Again, the Capital hears that Japan wants an end to the war; that she has offered to surrender all of the territory she conquered and which she still holds; that she has offered to surrender her armed forces, dismantle her war industries, and refrain from production of war munitions; that she asks but to retain her national existence, her own form of government, and religion.

No less an authority than Senator CAPEHART has publicly declared that Japan has sued for peace. His assertion was denied by the State Department, which insists that no official communication has come from Japan asking for peace. But the Senator insists he is right. Both the Senator and the State Department may be correct, for it is well known that defeated governments seeking peace, an end to war, almost invariably put out unofficial, indirect offers.

So the question arises: What price shall America pay for a continuation of this war and what is to be gained by the utter and complete destruction of Japanese cities and industries after her armed resistance becomes ineffective and she is rendered helpless to make war?

Just what is our ultimate goal? If Japan gives up all of the territory which she has overrun, if her armed forces are disbanded, if what is left of her navy and her air force is destroyed, if her munition plans are put out of existence—and we have the power to keep them out—what have we to gain by a continuation of a war which, according to well-informed authorities, is costing 8,000 casualties a week? However much we may dislike or even hate the Japanese, it is not within us when once they have been completely whipped to exterminate the race, to kill every man, woman, and child who has Japanese blood. If we believe—as we have so often professed—that every people should have the right to their own form of government, their own religion, certainly we do not intend, when a complete victory has been won, to attempt to compel the Japanese to accept a form of government or of religion which is abhorrent to them.

Is it not true that if Japan is now willing to surrender her air and naval forces, her armies, with all of their equipment, is willing to put her munition plants out of existence and to permit us to hereafter prevent their reestablishment, we have gained everything that can be obtained through the making of war? Who can reasonably object to that kind of a peace? No one other than those who do none of the fighting, who never shed a drop of blood but who, directly or indirectly, make a profit out of the continuation of a war.

There are altogether too many people in this country of ours who stand on the sidelines and yell, "Sic 'em, kill 'em" but who never do any fighting, who never sacrifice anything, and who yell just as loudly when they cannot get their liquor, their porterhouse steaks, their butter,

their silk stockings—in fact, anything and everything they, at the moment, happen to want.

Upon the heads of those who insist upon unnecessary fighting, upon the sacrificing of hundreds of thousands of additional young Americans, after we have the opportunity to obtain everything of value which can come to us at the end of a war, must the responsibility rest.

The administration should tell us the objectives of our armed forces; just what must be done, what must be accomplished before the killing off of the best of American youth will be ended.

We have often said that we, as a nation, want nothing for ourselves out of this war except peace hereafter. Our only armed enemy at present is Japan. If she is ready to quit and to submit to regulations which will prevent her rearming, is willing to yield to us—as it is now announced—the island bases which we need for protection, why should the war continue? Will someone in authority make answer?

LEAVE OF ABSENCE

By unanimous consent, leave of absence was granted to Mr. SIMPSON of Illinois, indefinitely, on account of important business.

SENATE BILLS AND JOINT RESOLUTION REFERRED

Bills and a joint resolution of the Senate of the following titles were taken from the Speaker's table and, under the rule, referred as follows:

S. 136. An act for the relief of the Oregon Caves Resort; to the Committee on Claims.

S. 401. An act for the relief of sundry fruit growers of the State of Delaware who sustained losses as the result of the fumigation of apples with methyl bromide in order to comply with the requirements of the United States Department of Agriculture relating to the Japanese-beetle quarantine; to the Committee on Claims.

S. 559. An act to amend the act entitled "An act to provide for reimbursement of offices, enlisted men, and others, in the naval service of the United States for property lost, damaged, or destroyed in such service," approved October 27, 1943, so as to make the provisions thereof effective with respect to losses occurring on or after October 31, 1941; to the Committee on Claims.

S. 573. An act for the relief of Lee D. Hoseley; to the Committee on Claims.

S. 694. An act for the relief of Dan C. Rodgers; to the Committee on Claims.

S. 714. An act to amend the act entitled "An act to provide compensation for employees of the United States suffering injuries while in the performance of their duties, and for other purposes," as amended; to the Committee on the Judiciary.

S. 729. An act for the relief of William Andrew Evans; to the Committee on Claims.

S. 762. An act for the relief of Everett McLendon, Sr.; Mrs. Everett McLendon, Sr.; Mr. and Mrs. Everett McLendon, Sr., for the benefit of their minor daughter, Nadine McLendon; and Everett McLendon, Jr.; to the Committee on Claims.

S. 787. An act for the relief of Oliver Jensen; to the Committee on Claims.

S. 902. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire in a Quonset hut at Harrowbeer Airport, Yelverton, South Devon, England, on December 26, 1944; to the Committee on Claims.

S. 909. An act for the relief of Hugh Egan; to the Committee on Claims.

S. 929. An act for the relief of Henry H. Huffman and Mrs. Marie J. Huffman; to the Committee on Claims.

S. 985. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of fires occurring at various naval shore activities; to the Committee on Claims.

S. 986. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire in administration building at the naval air station, Bunker Hill, Ind., on December 28, 1944; to the Committee on Claims.

S. 994. An act for the relief of the Central Leaf Tobacco Co., Inc.; to the Committee on Claims.

S. 996. An act for the relief of Lt. (jg) William Augustus White, United States Naval Reserve; to the Committee on Claims.

S. 1007. An act for the relief of Mr. and Mrs. Edward P. Standley; to the Committee on Claims.

S. 1062. An act to reimburse certain Navy personnel and former Navy personnel for personal property lost or damaged as the result of a fire at the naval auxiliary air station, Pungo, Norfolk, Va., on February 13, 1945; to the Committee on Claims.

S. 1117. An act to authorize the Secretary of the Navy to convey Casa Dorinda Estate in Santa Barbara County, Calif., to Robert Woods Bliss and Mildred B. Bliss; to the Committee on Naval Affairs.

S. J. Res. 78. Joint resolution to provide for designation of the Veterans' Administration hospital at Crugers Park, Peekskill, N. Y., as "Franklin Delano Roosevelt Hospital"; to the Committee on World War Veterans' Legislation.

ENROLLED BILLS AND JOINT RESOLUTIONS SIGNED

Mr. ROGERS of New York, from the Committee on Enrolled Bills, reported that that committee had examined and found truly enrolled bills and joint resolutions of the House of the following titles, which were thereupon signed by the Speaker:

H. R. 44. An act to amend the act entitled "An act to provide for the disposal of certain records of the United States Government";

H. R. 852. An act for the relief of Betty Jane Ritter;

H. R. 1007. An act for the relief of Mrs. Beatrice Brown Waggoner;

H. R. 1008. An act for the relief of Mrs. Harriette E. Harris;

H. R. 1601. An act for the relief of Dorothy M. Moon;

H. R. 1647. An act to authorize the Secretary of War to convey to the Captain William Edmiston Chapter of the Daughters of the American Revolution a certain building and tract or parcel of land situated in Montgomery County, Tenn.;

H. R. 1917. An act for the relief of John R. Jennings;

H. R. 2060. An act for the relief of D. W. Key;

H. R. 2477. An act to give recognition to the noncombatant services under enemy fire performed by officers and enlisted men of the Medical Corps of the Army;

H. R. 2515. An act for the relief of Harland Bartholomew and associates;

H. R. 2685. An act to reimburse certain naval personnel and former naval personnel for personal property lost or damaged as a result of a fire in the bachelor officers' quarters known as Macqueripe Annex, located at the United States naval operating base, Trinidad, British West Indies, on June 11, 1944.

H. R. 2856. An act to provide for better enforcement of law within the District of Columbia, and for other purposes;

H. R. 2995. An act to amend an act entitled "An act to create a revenue in the District of Columbia by levying a tax upon all dogs therein, to make such dogs personal property, and for other purposes," approved June 19, 1878, as amended;

H. R. 3024. An act making appropriations for the Department of the Interior for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3118. An act to amend section 100 of Public Law No. 346, Seventy-eighth Congress, June 22, 1944, to grant certain priorities to the Veterans' Administration, and for other purposes;

H. R. 3199. An act making appropriations for the Department of Labor, the Federal Security Agency, and related independent agencies, for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3201. An act to amend the District of Columbia Alley Dwelling Act, approved June 12, 1934, as amended;

H. R. 3257. An act to remove restrictions to the appointment of retired officers of the United States Public Health Service or retired civilian employees of the United States Government or District of Columbia government as Superintendent of Gallinger Municipal Hospital in the District of Columbia, and for other purposes;

H. R. 3266. An act to amend the Federal Food, Drug, and Cosmetic Act of June 25, 1938, as amended, by providing for the certification of batches of drugs composed wholly or partly of any kind of penicillin or any derivative thereof, and for other purposes;

H. R. 3269. An act further amending the part of the act entitled "An act making appropriations for the naval service for the fiscal year ending June 30, 1921, and for other purposes," approved June 4, 1920, as amended, relating to the conservation, care, custody, protection, and operation of the naval petroleum and oil-shale reserves;

H. R. 3287. An act to authorize the attendance of the Marine Band at the national encampment of the Grand Army of the Republic to be held at Columbus, Ohio, September 9 to 14, inclusive, 1945;

H. R. 3436. An act providing for a medal for service in the armed forces during the present war;

H. R. 3550. An act making appropriations for the Military Establishment for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3579. An act making appropriations to supply deficiencies in certain appropriations for the fiscal year ending June 30, 1945, and for prior fiscal years, to provide supplemental appropriations for the fiscal years ending June 30, 1945, and June 30, 1946, to provide appropriations for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3607. An act to authorize the President to appoint Gen. Omar N. Bradley to the office of Administrator of Veterans' Affairs, without affecting his military status and perquisites;

H. J. Res. 202. Joint resolution reducing certain appropriations available in the fiscal year ending June 30, 1945; and

H. J. Res. 215. Joint resolution authorizing the production of petroleum for the national defense from Naval Petroleum Reserve No. 1.

ADJOURNMENT

Mr. RAMSPECK. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 3 o'clock and 15 minutes p. m.), pursuant to special order heretofore agreed to, the House adjourned until Thursday, July 5, 1945, at 12 o'clock noon.

COMMITTEE HEARINGS

COMMITTEE ON PUBLIC BUILDINGS AND GROUNDS

There will be a meeting of the Committee on Public Buildings and Grounds at 10:30 a. m. on Friday, July 6, 1945, for consideration of House Joint Resolution 31.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. CANNON of Missouri: Committee on Appropriations. H. R. 3649. A bill making appropriations for war agencies for the fiscal year ending June 30, 1946, and for other purposes; without amendment (Rept. No. 851). Referred to the Committee of the Whole on the State of the Union.

Mr. COLMER: Special Committee on Postwar Economic Policy and Planning. Seventh report pursuant to House Resolution 60. Resolution continuing the Special Committee on Postwar Economic Policy and Planning (Rept. No. 852). Referred to the Committee of the Whole House on the State of the Union.

Mr. VINSON: Committee on Naval Affairs. H. R. 1862. A bill relating to the rank of chiefs of bureaus in the Navy Department, and for other purposes; with amendment (Rept. No. 853). Referred to the Committee of the Whole House on the State of the Union.

Mr. MASON: Committee on Immigration and Naturalization. H. R. 3517. A bill to authorize the admission into the United States of persons of races indigenous to India, to make them racially eligible for naturalization, and for other purposes; without amendment (Rept. No. 854). Referred to the Committee of the Whole House on the State of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 3 of rule XXII, public bills and resolutions were introduced and severally referred, as follows:

By Mr. BOREN:

H. R. 3650. A bill to enlarge Arlington National Cemetery, and for other purposes; to the Committee on Military Affairs.

By Mr. CLASON:

H. R. 3651. A bill to authorize the naturalization of parents of veterans without regard to certain requirements of the naturalization laws; to the Committee on Immigration and Naturalization.

By Mr. FARRINGTON:

H. R. 3652. A bill to increase the compensation of certain officials in the Territory of Hawaii; to the Committee on the Territories.

H. R. 3653. A bill to increase the pay of post-office employees in the Territory of Hawaii; to the Committee on the Post Office and Post Roads.

H. R. 3654. A bill to amend section 73 of the Organic Act of Hawaii, relating to opening of agricultural lands for settlement; to the Committee on the Territories.

H. R. 3655. A bill to amend the National Defense Act of 1940, so as to include the Hawaii Territorial Guard as part of the armed forces of the United States; to the Committee on Military Affairs.

H. R. 3656. A bill to amend section 203 of Hawaiian Homes Commission Act, designating certain public lands as available home lands; to the Committee on the Territories.

H. R. 3657. A bill to ratify and confirm Act 32 of the Session Laws of Hawaii, 1945; to the Committee on the Territories.

By Mr. FELLOWS:

H. R. 3658. A bill to amend subsection (e) of section 3 of the Emergency Price Control Act of 1942, as amended, to require that the approval in writing of the Secretary of Agriculture be obtained before any action is taken under such act with respect to fish or other sea food or with respect to any regulation, order, price schedule, or other requirement applicable to any processor with respect to any food or feed product processed or manufactured in whole or substantial part from fish or other sea food; to the Committee on Banking and Currency.

By Mr. HALE:

H. R. 3659. A bill to enable the people of Hawaii to form a constitution and State government to be admitted into the Union on an equal footing with the original States; to the Committee on the Territories.

By Mr. WHITTINGTON:

H. R. 3660. A bill to provide for financial control of Government corporations; to the Committee on Expenditures in the Executive Departments.

By Mr. BARTLETT:

H. R. 3661. A bill making further provision for the protection of the fisheries of Alaska, and for other purposes; to the Committee on the Merchant Marine and Fisheries.

By Mr. FARRINGTON:

H. R. 3662. A bill to provide for the appointment of the adjutant general of the Territory of Hawaii; to the Committee on the Territories.

By Mr. GOSSETT:

H. R. 3663. A bill to amend the immigration and naturalization laws to deny admission to the United States of certain aliens who have served in the armed forces of countries at war with the United States, also members of certain parties and organizations, and to deny naturalization to such persons, and to reduce immigration quotas; to the Committee on Immigration and Naturalization.

By Mr. WICKERSHAM:

H. R. 3664. A bill to repeal the act entitled "An act to prevent pernicious political activities," approved August 2, 1939, as amended; to the Committee on the Judiciary.

By Mr. CURTIS:

H. J. Res. 226. Joint resolution authorizing a reduction in the rate of interest to be paid on certain loans made to States, municipalities, or other public bodies by the United States of America through the Federal Emergency Administration of Public Works and Public Works Administration, or their successors in liquidation, and the repayment of such loans prior to their due dates; to the Committee on Banking and Currency.

By Mr. COFFEE:

H. Res. 312. Resolution urging the President to sever diplomatic and commercial relations between the United States and Franco Fascist Spain; to the Committee on Foreign Affairs.

PRIVATE BILLS AND RESOLUTIONS

Under clause 1 of rule XXII, private bills and resolutions were introduced and severally referred as follows:

By Mr. ALLEN of Louisiana:

H. R. 3665. A bill for the relief of Needom Rashal, father of William Needom Rashal, a minor; to the Committee on Claims.

H. R. 3666. A bill for the relief of Mrs. Margaret Guillory Gaspard, mother and natural tutrix of the minors, Curtis Joseph Gaspard, Jr., and Margaret Ann Gaspard, children of Curtis Joseph Gaspard, deceased; to the Committee on Claims.

H. R. 3667. A bill for the relief of Mrs. Ollie Gaspard, widow of Curtis Joseph Gaspard, deceased; to the Committee on Claims.

By Mr. BARTLETT:

H. R. 3668. A bill to confer jurisdiction upon the Court of Claims to hear, deter-

mine, and render judgment upon the claim or claims of the Aleutian Livestock Co., Inc.; to the Committee on Claims.

By Mr. BENNET of New York:

H. R. 3669. A bill for the relief of Maj. John B. Westcott, Jr.; to the Committee on Claims.

By Mr. FARRINGTON:

H. R. 3670. A bill for the relief of Venacio Cadiz Llacuna, In Sun Kwon, Sang Woon Kim, Matias Simon Miguel, Sabas Lagac Teanio, the legal guardian of Benjamin Ramelb, and the legal guardian of Santiago Sabado; to the Committee on Claims.

By Mr. FELLOWS:

H. R. 3671. A bill for the relief of Charles H. Hicks; to the Committee on Claims.

By Mr. JENNINGS:

H. R. 3672. A bill for the relief of Dimple Benoit; to the Committee on Claims.

By Mr. LEA:

H. R. 3673. A bill for the relief of Filiberto A. Bonaventura; to the Committee on Immigration and Naturalization.

By Mr. McCORMACK:

H. R. 3674. A bill for the relief of the Mar-den Construction Co., Inc.; to the Committee on Claims.

By Mr. PATRICK:

H. R. 3675. A bill for the relief of Johnnie Damico; to the Committee on Claims.

H. R. 3676. A bill for the relief of Pershing W. Ridgeway; to the Committee on Claims.

By Mr. SIKES:

H. R. 3677. A bill for the relief of J. Tom Stephenson; to the Committee on Claims.

PETITIONS, ETC.

Under clause 1 of rule XXII, petitions and papers were laid on the Clerk's desk and referred as follows:

1039. By Mr. COCHRAN: Petition of E. C. Elsey and 297 other citizens of Missouri, protesting against the passage of any prohibition legislation by the Congress; to the Committee on the Judiciary.

1040. Also, petition of A. B. Thleman and 312 other citizens of Missouri, protesting against the passage of any prohibition legislation by the Congress; to the Committee on the Judiciary.

1041. By Mr. CLASON: Resolutions by the General Court of Massachusetts, apprising the President of the United States that further decreases in existing tariff rates, if made by him under authority of the Tariff Act of 1930, as amended, may adversely affect the textile industry of Massachusetts; to the Committee on Ways and Means.

1042. By Mr. LARCADE: Petition of Richard Broussard and 363 other citizens of Iowa, La., urging the passage of House bill 2229; to the Committee on Ways and Means.

1043. By Mr. BRYSON: Petition of Herman J. Gorman and 21 other citizens of Tunkhannock, Pa., urging enactment of House bill 2082, a measure to reduce absenteeism, conserve manpower, and speed production of materials necessary for the winning of the war by prohibiting the manufacture, sale, or transportation of alcoholic liquors in the United States for the duration of the war; to the Committee on the Judiciary.

1044. By Mr. SMITH of Wisconsin: Petition of the Navy Club, of Kenosha, Wis., protesting the granting of commissions as officers in the armed forces of the United States to those persons who are not in full accord and are not supporters of the democratic form of government; to the Committee on Naval Affairs.

1045. By Mr. LEWIS: Petition of Bellaire Aerie, No. 371, Fraternal Order of Eagles, Bellaire, Ohio, petitioning the Congress of the United States to designate January 31, the birth date of Franklin Delano Roosevelt, as a national holiday; to the Committee on the Judiciary.

1046. Also, petition of Leetonia Aerie, No. 1496, Fraternal Order of Eagles, Leetonia, Ohio, petitioning the Congress of the United States to designate January 31, the birth date of Franklin Delano Roosevelt, as a national holiday; to the Committee on the Judiciary.

1047. By the SPEAKER: Petition of Arthur J. Keefe and sundry others, petitioning consideration of their resolution with reference to their support of House bill 2346; to the Committee on the Merchant Marine and Fisheries.

1048. Also, petition of various members of Harmon Baptist Church, Red River Parish, La., petitioning consideration of their resolution with reference to their endorsement of House bill 2082; to the Committee on the Judiciary.

1049. Also, petition of various citizens of the parish of Caddo, State of Louisiana, petitioning consideration of their resolution with reference to their endorsement of House bill 2082; to the Committee on the Judiciary.

HOUSE OF REPRESENTATIVES

THURSDAY, JULY 5, 1945

The House met at 12 o'clock noon.

Rev. Bernard Braskamp, D. D., pastor of the Gunton Temple Memorial Presbyterian Church, Washington, D. C., offered the following prayer:

O Thou gracious benefactor, whose heart responds to every human need, we praise Thee for the beautiful and manifold testimonies of Thy love and care. Grant that we may receive them with due appreciation and devout thanksgiving.

Strengthen us by Thy grace during all the hours of this day. We know that Thou wilt never forsake us in our weakness and failures or abandon us in our waywardness and follies.

Encourage and inspire us with confidence when we are afraid and apprehensive. Refresh and cheer us when we are faint-hearted and tired. Rebuke and restrain us when we are unfaithful and recreant to any duty. May we lay hold on Thee more tenaciously when some insurgent impulse tempts us to be faithless and cynical. May the keynote of our life be that of trust in the Lord—that perfect trust which casts out fear and enables us to meet every experience and responsibility with courage and gladness.

Deepen within us a desire to seek Thy glory and to serve needy humanity. May we have the mind and mood of the Master. Fill our hearts with His spirit of good will and good cheer. Hear us for His sake. Amen.

The Journal of the proceedings of Tuesday, July 3, 1945, was read and approved.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Miller, one of his secretaries, who also informed the House that on the following dates the President approved and signed bills and a joint resolution of the House of the following titles:

On July 3, 1945:

H. R. 2875. An act to amend an act entitled "An act to fix the salaries of officers

and members of the Metropolitan Police force and the Fire Department of the District of Columbia";

H. R. 3024. An act making appropriations for the Department of the Interior for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3199. An act making appropriations for the Department of Labor, the Federal Security Agency, and related independent agencies, for the fiscal year ending June 30, 1946, and for other purposes;

H. R. 3278. An act to amend section 204 of the act entitled "An act to expedite the provision of housing in connection with national defense, and for other purposes," approved October 14, 1940, as amended, to increase the amount authorized to be appropriated therein, and for other purposes;

H. R. 3550. An act making appropriations for the Military Establishment for the fiscal year ending June 30, 1946, and for other purposes; and

H. J. Res. 202. Joint resolution reducing certain appropriations available in the fiscal year ending June 30, 1945.

On July 5, 1945:

H. R. 2995. An act to amend an act entitled "An act to create a revenue in the District of Columbia by levying a tax upon all dogs therein, to make such dogs personal property, and for other purposes," approved June 19, 1878, as amended;

H. R. 3201. An act to amend the District of Columbia Alley Dwelling Act, approved June 12, 1934, as amended;

H. R. 3240. An act to extend the authority of the President under section 350 of the Tariff Act of 1930, as amended, and for other purposes;

H. R. 3257. An act to remove restrictions to the appointment of retired officers of the United States Public Health Service or retired civilian employees of the United States Government or District of Columbia government as Superintendent of Gallinger Municipal Hospital in the District of Columbia, and for other purposes;

H. R. 3579. An act making appropriations to supply deficiencies in certain appropriations for the fiscal year ending June 30, 1945, and for prior fiscal years, to provide supplemental appropriations for the fiscal years ending June 30, 1945, and June 30, 1946, to provide appropriations for the fiscal year ending June 30, 1946, and for other purposes; and

H. R. 3607. An act to authorize the President to appoint Gen. Omar N. Bradley to the office of Administrator of Veterans' Affairs, without affecting his military status and perquisites.

COMMITTEE ON THE JUDICIARY

Mr. COCHRAN. Mr. Speaker, by direction of the Committee on Accounts, I submit a privileged resolution (H. Res. 305) to provide for further expenses of investigation authorized by H. R. 138, Seventy-ninth Congress, and ask for its immediate consideration.

The Clerk read the resolution, as follows:

Resolved, That the further expenses of conducting the investigation authorized by House Resolution 406 of the Seventy-eighth Congress and continued by House Resolution 138 of the Seventy-ninth Congress, incurred by the Committee on the Judiciary to investigate the official conduct of Albert W. Johnson and Albert L. Watson, district judges of the United States District Court for the Middle District of Pennsylvania, not to exceed \$7,500 in addition to the unexpended balance of the sum heretofore made available, including such printing and binding and the employment of such clerical, stenographic, and other assistance as the committee may deem necessary, shall be paid out of the contingent